City of Bombay Improvement Trust.

ADMINISTRATION REPORT

FOR THE

YEAR ENDING 31*st MARCH* 1915.

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City of Bombay Improvement Trust.

BOARD OF TRUSTEES.

As on the 1st of July 1915.

		Date of original appointment to the Board.
	Chairman.	
1.	The Hon'ble Mr. J. P. ORR, C.S.I., B.A., I.C.S., J.P.	23rd April 1909.
	Ex-officio Trustees.	
2.	Brig.-Genl. C. W. KNIGHT, D.S.O., A.D.C., General Officer Commanding Bombay District ...	10th March 1915.
3.	A. H. A. SIMCOX, Esq., B.A., I.C.S., J.P., Collector of Bombay	13th April 1914.
4.	P. R. CADELL, Esq., C.I.E., I.C.S., J.P., Municipal Commissioner for the City of Bombay	10th May 1910.
	Elected by the Corporation.	
5.	Sir BHALCHANDRA KRISHNA BHATAWADEKAR, Kt., L.M., J.P....	9th November 1898.
6.	DINSHA EDULJI WACHA, Esq., J.P....	9th November 1898.
7.	The Hon'ble Sir IBRAHIM RAHIMTOOLA, Kt., C.I.E., J.P.	9th November 1898.
8.	NOWROJI JEHANGIR GAMUDIA, Esq., J.P.	29th April 1907.
	Elected by the Chamber of Commerce.	
9.	Major H. A. L. HEPPER, R.E., J.P.	2nd April 1913.
	Elected by the Port Trustees.	
10.	The Hon'ble Sir FREDERICK L. SPROTT, Kt., J.P. ...	28th April 1910.
	Elected by the Millowners' Association.	
11.	Sir SASSOON DAVID, Bart., J.P.	9th November 1898.
	Nominated by Government.	
12.	Sir VITHALDAS D. THACKERSEY, Kt., J.P.	22nd September 1909.
13.	A. M. TOD, Esq., J.P.	1st April 1910.
14.	A. H. WHYTE, Esq., J.P.	1st April 1913.

City of Bombay Improvement Trust.

PRINCIPAL OFFICERS OF THE BOARD

As on the 1st of July 1915.

Engineer's Department.

	Date of original appointment.
J. F. Watson, Esq., B.E., A.M.Inst.C.E., J.P., Trust *Engineer (on one year's combined leave from 10th May 1915)	4th September 1903.
F. G. B. Hawkins, Esq., A.R.I.B.A., Trust Architect ...	6th May 1911.
N. D. Katrak, Esq., A.M.Inst.C.E., L.C.E., Assistant Engineer...	14th April 1903.
S. D. Prabhavalker, Esq., L.C.E., Sub-Engineer	1st February 1906.

Land Manager's Department.

M. S. Bharucha, Esq., L.C.E., Land Manager	1st August 1901.
R. H. A. Delves, Esq., F.S.I., J.P., Deputy Land Manager...	3rd December 1903.
J. T. Burge, Esq., F.S.I., 1st Assistant Land Manager ...	1st November 1912.
H. P. Matbar, Esq., L.C.E., 2nd Assistant Land Manager...	1st October 1901.
D. J. Samson, Esq., L.C.E., 3rd Assistant Land Manager ...	9th November 1898.

Medical Officer.

Dr. A. P. Cama, L.M. & S., J. P.	18th May 1900.

Secretary and Chief Accountant.

C. M. Correa, Esq., B.A.	22nd January 1913.

* Messrs. Hawkins and Katrak are doing the Engineer's work between them during Mr. Watson's absence.

City of Bombay Improvement Trust.

ADMINISTRATION REPORT, 1914-1915.

INDEX.

		Page
	Names of Trustees	iii
	„ Officers	v
Para.		
1.	Introductory	1
2.	Statistics of Trust's work to date	1
	Acquisition.	
3.	Collector's Cases	3
4.	Tribunal Cases	4
5.	High Court Cases	5
	Works.	
6.	Works, general	5
7.	Works in schemes	6
	General Administration.	
8.	Changes in Trust programme	9
9.	„ „ estates	10
10.	Progress of development	11
11.	Dishousing and rehousing	12
12.	Long leases	13
13.	Short leases	14
14.	Administration of chawls	15
	Finance.	
15.	Loan	18
16.	Earnings on surplus cash balance	19
17.	Accounts of 1914-15	19
18.	Capital Account	20
19.	General Account	21
20.	Collection of revenue	23
21.	Cost of management and establishment	23
22.	Provident Fund	25
	Personnel.	
23.	Chairman	25
24.	Tribunal of Appeal	25
25.	Special Collector	25
26.	The Board	25
27.	Meetings	26
28.	Chief subjects of debate	26

LIST OF APPENDICES.

	Page	Para. of Report
Note.—In the margin are noted any paras. of the Report in which particular appendices are specially referred to.		
A. —Synopsis of Capital Account to end of 1914-15	31	
B-1.— Do. of General Account to end of 1914-15	32	
2.—Tabular statement showing from Appendix **B-1** how the burden of interest and sinking fund charges on Trust's borrowings up to the end of 1914-15 has been shared by Government, the Municipality and the Trust	33	
3.—Comparison of amounts contributed towards interest and sinking fund charges up to end of 1914-15 by Government and Municipality with the capital borrowed by the Trust up to end of 1914-15 for expenditure on Government and Municipal land vested in the Trust	34	
4.—Comparing the Municipal contributions to the Trust with 2 per cent. on City assessments	35	19
C. —Analysis of loans	36	15
D-1.—Estates on Government lands	37—38	
2.— Do. Municipal lands	39	
3.— The Trust's own acquired estates	40—41	
4.—Summary	42	
5.—Note on Government lands vested in the Trust	43	9
Statement **A**—Showing the balance on hand (plot by plot) of Schedule C areas and values as on 31st March 1915	44—46	9
„ **B**—Showing the balance on hand of Schedule D areas and values as on 31st March 1915...	47	9
E. —List of Trust's schemes showing progress in each in 1914-15 and work yet to be done	48—54	
F. —Statement showing areas acquired before and in 1914-15 and areas to be acquired after 1914-15 with cost	55	
G-1.—Synopsis of leasings to end of 1914-15	56—57	12
2.—List of plots leased in 1914-15	58—59	12
H-1.—List of completed police accommodation schemes	60	
2.— Do. police accommodation schemes in formation or execution	61—62	8
I. — Do. chawls for the poor	63	14

		Page	Para. of Report
J - 1.	—List of roads constructed by the Trust and handed over to the Municipality	64—69	
2.	— Do. roads yet to be handed over	70—73	
3.	—Analysis of J-1 and J-2	74—75	
K.	—Details of acquisition work before and in 1914-15	76	3
L - 1.	—Principal cases awarded by the Special Collector	77—78	3
2.	—Precis of important acquisition cases	78—80	3 & 4
M-1.	—Trust Resolutions *re* Schemes 43 and 47	81—95	8
2.	— Do. *re* the development of Schemes 31, 32, 2, 3 and 29	96—98	10
3.	—Statements showing the allocation of charges on account of cost of management and establishment for the year 1914-15	99—101	21
4.	—Trust Resolutions *re* the original rough estimates of the cost of improvement schemes for represented areas ...	102—104	28
5.	—Trust Resolutions *re* the recommendations of the Bombay Development Committee	105—113	28
6.	—Trust Resolution *re* Amendment to Section 45 of the City of Bombay Improvement Act, 1898	113—116	28
7.	—Trust Resolution *re* Application from the Parsi Sub-Committee, Bombay Co-operative Housing Association ...	117—119	28
8.	—Trust Resolution *re* Application from the Saraswat Co-operative Housing Society, Limited	119—120	28
9.	—Trust Resolutions *re* the proposed connection for the B. B. & C. I. Railway between Mahim and the Port Trust Railway.	120—124	28

Audited Accounts.

	PAGE
General Balance Sheet—	
(1) Capital Account	2-5
(2) General Account	6-7
(3) Sinking Fund Account	6-7
(4) Provident Fund Account	6-7
(5) Miscellaneous Account	8-9
Appendices—	
I.—Capital account—*Cost of management and incidental expenses*	10-11
II.— „ „ —*Statement of expenditure on works.*	12-23
III.—General account—*Revenue*	24-26
IV.— „ „ —*Expenditure*	27-30
V.—Account of balances under General account as per Section 79 of Act IV of 1898	31
VI.—Sinking Fund statement	32

Maps.

	REFERRED TO IN PARA. OF REPORT
1. Map of Scheme 41	7
2. „ the Eastern Avenue	8
3. Map showing the development of part of Scheme 31	10
4. „ „ „ of Scheme 32	10
5. „ the re-arrangement of plots on the Princess Street Estate	10
6. „ the development of the Southern portion of the Nowroji Hill Estate including the portion of Scheme 3 lying to the South of Sandhurst Road	10

City of Bombay Improvement Trust.

Annual Report for 1914-15.

Introductory.

1. The year 1914-15 was the sixteenth complete year of the Trust's existence and the first following the period of 15 years during which under section 75 (1) of the City of Bombay Improvement Act the cost of management and establishment was mainly chargeable to the capital account; from 1914-15 onwards the revenue account has to bear a much larger share of this burden under the system of distribution sanctioned in Government Resolution, General Department, No. 8330 of 16th October 1914. Under this system the amount transferred from capital to general account in 1914-15 was about Rs. 67,000. Further details are given in paragraph 21.

Statistics of Trust's work to date.

2. The usual appendices giving a synopsis of the Trust's work up to date under different heads are appended to this report. They are summarised below :—

Appendix **A**.—A synopsis of the Trust's capital account transactions, showing how 594 lakhs have been spent on the City, *viz.*, 29* on the development of building estates on certain Government and Municipal lands temporarily vested in the Trust and 565† on the acquisition and development of the Trust's own estates.

Appendix **B**.—A synopsis of the Trust's general account transactions, showing how the burden of interest and sinking fund charges to date (188½ lakhs) on the capital (543 lakhs) borrowed by the Trust has been distributed between Government (12·4 per cent.), the Municipality (36·3 per cent.), and the Trust (51·3 per cent.), and how the nett contribution (91¾ lakhs) received by the Trust from Government and the Municipality towards these charges amounts to only Rs. 53¾ lakhs more than the capital the Trust have sunk in the Government and Municipal lands which are temporarily vested in the Trust. In a supplementary statement, Appendix **B-4**, the Municipality's nett actual contributions to the Trust under section 72 aggregating Rs. 68 lakhs are compared year by year with the maximum contemplated by that section; they fall short of the maximum by 45·4 lakhs.

Appendix **C**.—A statement showing year by year the loans raised by the Trust with the interest paid on each loan and the sinking fund accumulated to date. Totals:—Rs. 543 lakhs raised; Rs. 21¾ lakhs paid per annum as interest; Rs. 23¾ lakhs accumulated in the sinking fund.

Appendix **D**.—A list of Trust estates as at the end of 1914-15 showing how far they have been developed. Total developed area 14·9 lakhs square yards, valued at Rs. 340 lakhs; undeveloped area 54·2 lakhs square yards, acquired at a cost of Rs. 227·8 lakhs. Two statements comparing the Government and Municipal lands vested in the Trust with the original grants under Schedules **C** and **D** are also appended.

Appendix **E**.—A list of the schemes undertaken by the Board showing the area and cost involved in each, the progress made in 1914-15, the further work to be done and the estimated cost thereof; aggregate estimated cost 799 lakhs, of which 540 lakhs had been spent to end of 1914-15.

Appendix **F**.—A tabular statement showing the area acquired in each scheme with cost of acquisition and estimate of future cost. Total 45 lakhs square yards acquired for nearly Rs. 444 lakhs; 6¼ lakhs square yards yet to be acquired at a probable cost of Rs. 98 lakhs.

Appendix **G**.—A tabular statement showing the progress made in leasing building sites on the Trust's developed estates. Total 646 sites leased at annual rentals aggregating nearly 11·2 lakhs, leaving 257 with rentals aggregating a little over 2·6 lakhs yet to be leased.

Appendix **H**.—A list of Police Accommodation Schemes undertaken by the Trust, showing that in 7 completed schemes accommodation for 21 officers and 392 men with their families and 19 horses has been provided on sites aggregating 20,118 square yards in area, at a cost of Rs. 11,82,523 on which Government have to pay the Trust Rs. 55,310 as annual rent.

Appendix **I**.—A list of chawls constructed for the poorer and working classes by the Trust, showing that in 50 completed chawls accommodation for 15,655 adults has been provided on sites aggregating 67,171 square yards in area at a capital cost of Rs. 34⅛ lakhs. Annual rents (from Rs. 3-4-0 to Rs. 5 per room per month) aggregating Rs. 2·3 lakhs per annum; capital cost per adult accommodated Rs. 220.

Appendix **J**.—A list of roads constructed by the Trust. Total 94 roads aggregating 13·01 miles in length and 3¼ lakhs square yards in area handed over to the Municipality, including 9,106 square yards handed over in 1914-15 ; others complete and incomplete aggregating 2·55 miles in length and 1,43,833 square yards in area, yet to be handed over; cost of roads to date 97 lakhs for acquisition and Rs. 22¾ lakhs for construction : total Rs. 119¾ lakhs.

ACQUISITION.

Acquisition of Land.

(a) Collector's Cases.

3. Throughout the year there was only one Special Collector, Mr., J. D. Framji, I. S.O., Bar.-at-Law, engaged in acquiring land for the Trust under the Land Acquisition Act.

Including the balance of 389 cases opened but not concluded by the close of the year 1913-14, 475 land acquisition cases came before the Special Collector during the year 1914-15, and of these 269 remained undisposed of at the end of the year. In the cases disposed of, awards amounting to Rs. 28,34,008 were made for land aggregating 102,122 square yards, an average of Rs. 27·75 per square yard. The Special Collector and his establishment cost the Trust Rs. 36,776.

The area acquired was only about 16 per cent. of the total area to be acquired, and was mostly acquired in settlement cases in Schemes 5, 6, 32, 37 and 41. Details are given scheme by scheme in Appendix **K**.

The distribution between cases settled and cases contested was as follows :—

Settled amicably.			Contested.			Total.		
No. of Cases.	Area.	Amount.	No. of Cases.	Area.	Amount.	No. of Cases.	Area.	Amount.
	Sq. yds.	Rs.		Sq. yds.	Rs.		Sq. yds.	Rs.
156	77,010	26,28,879	35	25,112	2,05,129	191	102,122	28,34,008

Over four-fifths of the cases, including almost all the important ones, absorbing about 93 per cent. of the total amount awarded, were settled. Besides these, 11 cases aggregating in area about 67,199 square yards and involving awards of Rs. 2,56,009 were settled, but the awards in respect thereof had not at the close of the year been declared principally owing to claims for easement and want of clear title.

The owners' readiness to come to settlement still continues, but, as is to be expected, the remaining cases are more difficult of settlement than those already settled in the past, and it is possible that some of them will have to be fought out in Court.

The amount of awards, even taking credit for the cases settled but not awarded during the year under review, falls short of that of the preceding year; but that is due to the fact that acquisition work had to be curtailed as

far as possible owing to the Board's failure to raise the whole of their budgetted loan during the year on account of the war.

The principal cases heard by the Special Collector in the year, and in which the awards exceed Rs. 30,000 are set out in Appendix **L-I.** There are no special points of dispute in any of these cases, but those in some of the References disposed of by the Tribunal are fully set out in Appendix **L-2.**

(*b*) Tribunal's Cases.

4. There were 21 undisposed of References at the close of 1913-14, all of which came before the Tribunal and were disposed of by that body during this year. No new Reference in land acquisition cases was made by the Special Collector to the Tribunal of Appeal during the year under review.

The 21 References disposed of may be divided into three classes, *viz.*, those contested, those settled and those allowed to be withdrawn by the Court or dismissed for non-appearance of the claimants before the Tribunal.

There was only one contested Reference and in that the Collector's award was increased ; this was practically a test case as to the value of open land in the East Agripada scheme ; the increase was Rs. 16,616, *i.e.*, 18 per cent.

There were 15 settled References in which the total amount of excess awarded over the Collector's awards was Rs. 11,180, *i.e.*, 13 per cent. The settlements were mostly the outcome of the decision in the test case.

The remaining 5 References were allowed to be withdrawn, each party paying its own cost. One of these References, *viz.*, that in Case No. 204, Scheme No. 32, was fought to a finish after eleven hearings, but eventually the claimant was allowed, in the circumstances detailed in Appendix **L-2**, Item 3, to withdraw the Reference on condition that each party should bear its own costs.

The following statement compares owner's claim, Trust valuation, Collector's and Tribunal's awards in the 1 contested and 15 settled References :—

Serial No.	Scheme No.	Case No.	Owner's claim before the Collector.	Trust valuation.	Special Collector's award.	Tribunal's award.	No. of hearings before the Tribunal.	Remarks.
			Rs.	Rs.	Rs.	Rs.		
1	32 East Agripada.	49	3,38,203	88,126	88,126	1,04,742	6	Contested.
2	" " ...	8	4,923	1,812	1,848	6,066	2	Settled.
3	" " ...	2	11,087	2,673	3,118		1	Do.
4	" " ...	30	4,500	1,333	1,334	1,734	1	Do.
5	" " ...	1	73,617	31,133	34,154	36,154	1	Do.
6	" " ...	33	5,197	1,433	1,433	3,890	1	Do.
7	" " ...	20	5,197	1,457	1,457		1	Do.
8	" " ...	73 & 74	2,879	843	914		4	
9	" " ...	99	2,912	1,008	1,008		1	
10	" " ...	149	3,630	2,833	2,933	34,399	1	
11	" " ...	95	5,129	1,745	1,841		1	Do.
12	" " ...	146	7,421	3,123	3,123		1	
13	" " ...	79	55,140	19,215	20,080		1	
14	" " ...	52	1,950	780	780	1,000	2	Do.
15	" " ...	68	13,680	6,990	6,990	8,500	1	Do.
16	" " ...	9	4,329	1,408	1,408	1,858	3	Do.
		Total ...	5,39,794	1,65,917	1,70,547	1,98,343	28	

It will be seen that there was only one case (No. 49 of Scheme 32) in which the Tribunal's award substantially exceeded that made by the Special Collector. In the remaining 14 the excess awarded was only Rs. 11,170,

The total cost of the Tribunal in 1914-15 was Rs. 17,995 in both the compensation as well as the apportionment References, while the Solicitors' bills amount to Rs. 16,648 and the Trust had to pay Rs. 4,403 costs to the other parties. The total of these three items Rs. 39,046 comes to 1·2 per cent. of the total awards of the year; but taking the proportion of time spent by Tribunal in hearing the compensation Cases to apportionment Cases, the Tribunal cost for the former comes to Rs. 13,287. Thus the total cost for the Tribunal compensation Cases only amounts to Rs. 34,338 which comes to 17 per cent. of the Tribunal's awards of the year and no less than 123 per cent. of the excess awarded by the Tribunal over the Collector's awards.

5. No appeals were filed in the High Court in 1914-15; and none were carried over from previous years. (c) High Court Cases.

WORKS.

6. It was originally intended to carry out during the year 1914-15 a programme of works necessitating an expenditure of Rs. 11,80,586 in the capital account. Consequent, however, on the outbreak of war in August, this programme had to be greatly curtailed, owing to the impossibility of providing the necessary funds, with the result that the expenditure on capital account works was reduced to Rs. 4,55,457, the chief works being as shown below:— Works, general.

Item No.	Scheme No.	Scheme Name.	Nature of Work.		Outlay in 1914-15.
			Chawls and semi-permanent sheds under Schemes.		Rs.
1	29	Nowroji Hill ...	Construction of reinforced concrete chawls at Chinchbunder Road		81,531
2	31	Parel Street Scheme.	Erection of new semi-permanent camps, 20 rooms on Vincent Road...	Rs. 6,289	
3	32	East Agripada ...	Constructing weavers' shed and a kitchen	6,683	
	,,	Do. ...	Erection of 100 semi-permanent rooms in Case No. 44	17,106	
					30,078
			Street Schemes.		
4	3	Sandhurst Road ...	Miscellaneous finishing works		37,777
				Rs.	
5	5	Dadar-Matunga ...	Filling in low-lying lands	75,651	
	,,	Do. ...	Construction of roads	58,090	
					1,33,741
6	6	Sion-Matunga ...	Filling in low-lying lands and construction of roads		10,565
7	31	Parel Street Scheme.	Construction of a 32 feet wide road on the east of Vincent Road from Dadar Road to the north boundary of the Scheme	Rs. 13,543	
	,,	Do. ...	Filling in low-lying lands	21,338	
					34,881
			Improvement Schemes.	Rs.	
8	29	Nowroji Hill ...	Construction of roads	28,194	
	,,	Do. ...	Filling in and removal of debris ...	13,248	
					41,442
				Rs.	
9	32	East Agripada ...	Filling in	28,844	
	,,	Do. ...	Construction of roads	13,305	
					42,149
10	...	Schedule "D" Land, East Agripada.	Filling in and construction of roads		20,427
11	41	Undria Street ...	Remodelling buildings		8,546
			Improvement of Vested Lands.		
12	...	Flats	Recreation ground		6,898
			Total Rs. ...		4,48,035

In addition to the above works the sum of Rs. 1,32,733 was spent on general account works. Out of this Rs. 58,121 were spent on repairs to acquired buildings and for this sum repairs were made to 877 buildings during the year. The other main items were Rs. 7,821 on maintenance of Trust gardens; Rs. 16,216 for repairs to Trust chawls; Rs. 18,467 for maintenance of streets; Rs. 5,244 on Trust offices and Rs. 20,253 on Tools and Plant.

CHIEF WORKS IN SCHEMES.

Works in Schemes: Scheme 2, Princess Street.

7. *Scheme* 2.—The only works of importance were the widening of the southern end of Abdul Rehman Street, a length of 280 feet, from 40 feet to 60 feet and the running through of Kitchen Garden Lane into Mangaldas Road.

Scheme 3, Sandhurst Road.

Scheme 3.—A considerable area of footpaths in front of completed buildings was paved and in the section between Queen's Road and Falkland Road the construction of a 40 feet road 510 feet long from Sandhurst Road to Charni Road was taken in hand and almost completed during the year.

The chief interest in this Scheme lies in the construction of the portion of Sandhurst Road from Dongri Street to Elphinstone Bridge, where the experiment was started of laying a proper modern road with a cement concrete bottom and tar-macadam top. The thickness adopted was 8 inches of cement and 3 inches of tar-macadam. This, it is hoped, will be completed before August, and provided the tar topping can be got in before rain sets in there is every probability of its being a very satisfactory road. Provision has been made in this section for the future extension of Tramways by dropping the concrete bed in the centre of the road so as to permit of the Tramway sleepers being laid in the depression thus formed.

Schemes 5 and 6, Dadar-Matunga and Sion-Matunga.

Schemes 5 *and* 6.—Filling in by the Contractor has been extremely slow, the area filled in in the year being only 52,000 square yards and bringing the total area since the Contractor began his work in February 1911 to 3,88,000 square yards out of a grand total of 7,40,000 square yards to be filled in by him.

In addition to the filling done by the Contractor, a considerable amount of levelling and filling in for the portions of Schemes 5 and 6 between King's Circle and the Mahim Loop and on the plot leased to the Tramway Company was carried out departmentally, the area dealt with aggregating to about 41,000 square yards.

The work of construction of half the width of the 60 feet roadway from King's Circle to the level crossing on the G. I. P. Railway, south of Mahim Loop, a length of 2,371 feet, as also of the eastern 32 feet roadway of the Eastern Avenue at the south end of Scheme 5, a length of 1,000 feet, was undertaken during the year. The former road was completed with lighting arrangements and opened to traffic, and the work on the latter was still in progress at the close of the year.

In addition to the above, the work of construction of storm-water drains and pipe sewers in the roads on the North and West of the plot to be leased to the Tramway Company was also taken in hand and continued.

The work of tree-plantation in the schemes was continued during the year and extended on the following roads :—

(1) portion of King's Way ;

(2) the 60 feet and 40 feet roads on the North and West of the plot to be leased to the Tramway Company ;

(3) the 40 feet road to the East of the plot for the Police Accommodation Scheme near Dadar Station.

The Municipality having undertaken the work of duplicating the 48 inches Tansa main, arranged with the Trust to lay the new main on the side of the Eastern Avenue in Scheme 5. It was, however, found necessary in order to allow of the Trust storm-water main drain crossing the Vincent Road, to lay the water main at a deeper level than that proposed by the Municipality. Consequently the Trust arranged to carry out the extra excavation necessitated by this.

The negotiations which were being carried out with the G. I. P. Railway Company for providing effectual drainage arrangements for carrying the storm-water from the area of Scheme 5 through the Railway land filled up by the Company, were completed during the year under report and embodied in an Agreement to be signed by the Railway Company and the Improvement Trust.

An experimental scheme for workmen's cottages was sanctioned by the Board and work was commenced near Matunga Station towards the end of the year under review.

Scheme 7, Colaba Reclamation.

Scheme 7.—The only matter of interest in connection with Scheme 7 is that the shaping of the revetment wall which was found successful in keeping the sea off the Cuffe Parade last monsoon has been continued, and it is hoped that during the present monsoon the water will be entirely prevented from flooding the road.

Chawls at Chinchbunder, Scheme 29.

Scheme 29.—In Scheme 29 the work of construction of the reinforced concrete chawls was continued satisfactorily during the year.

Scheme 39, Nowroji Hill.

The filling in over the old Chinchbunder Road, North of Elphinstone Bridge, and the low-lying lands in Case 384 was completed during the year.

The new 60 feet road, 860 feet long, South of Sandhurst Road and portions of the six 40 feet cross roads, aggregating 1,300 feet in length were completed during the year.

The quarrying of a portion of Nowroji Hill by departmental agency was continued and the result of this year's working is even more satisfactory than that of last year. The total amount of solid stone quarried is 2½ lakhs of cubic feet. The cost of quarrying this quantity was Rs. 22,000 and the receipts on

account of the sale amount to Rs. 39,845 leaving a profit of Rs. 17,845. The amount, therefore, received for the stone is Rs. 7·14 per 100 cubic feet solid as against the best rate hitherto obtained by leasing out the quarries to private quarrymen (except the one who became bankrupt) of Rs. 6·62.

At the same time the Trust has obtained an additional indirect profit of about Rs. 5,645 on account of the fact that various works have been supplied with stones at fair rates, instead of having to pay the exhorbitant rate fixed by a ring of quarrymen.

The Municipality were also supplied with a small quantity of stone during the year and were charged the rates payable by the Trust works with the result that the Municipality have scored to the extent of about Rs. 1,000 on the very small quantity sold to them. The above results justify the opinion that it would pay the Trust to undertake the work of quarrying Nowroji Hill departmentally throughout and to adopt modern methods of quarrying as they would thereby reduce the cost of production of stone and would make a large profit on sales to outsiders, at the same time enabling their own works to obtain necessary materials at fair rates. They could also help the Municipality to obtain fair rates for the metal required for their roads, thereby assisting in one of the most desirable improvements at present required in Bombay, namely, the satisfactory upkeep of roads.

Scheme 31, Parel Street.

Scheme 31.—The remaining length of the pipe sewer on Suparibaug Road, some 70 feet, was constructed during the year under report and a total length of 3,320 feet completed up to date with manholes.

The filling in of the hollows and low-lying lands in the Scheme was continued during the year under report. Several tanks and wells were also filled up according to the requirements of the Municipal Health Department.

The work of constructing the eastern 32 feet roadway of the 150 feet avenue in the Scheme was continued during the year under report. This length of 2,900 feet when completed will form with a similar portion in Scheme 5 a continuous roadway along the present Vincent Road from Elphinstone Road up to the site of the proposed Tramway Depôt in Scheme 5 and will admit of the extension of the City Tramway service further northwards from Elphinstone Road up to and into Scheme 5.

The work of construction of the 117 semi-permanent rooms in the compound of the Suparibaug Road chawls and the 20 semi-permanent rooms for the displaced tenants of Case No. 98 of the Scheme (on Vincent Road), which was started during the previous year was continued and completed with latrines, drainage and water arrangements during the year under report and the rooms occupied.

The work of tree-plantation was continued during the year under report on portions of 150 feet avenue in the Scheme.

Scheme 32.—A considerable amount of filling was done during the year under review, mostly in Case No. 45, bringing the total swamp area reclaimed in this scheme to 135,584 square yards and Road No. 2, a 40 feet road, 400 yards long, was completed, as also the 40 feet cross road, 150 yards long, between Nos. 2 and 3. A semi-permanent camp containing 110 rooms to house the displaced poor was erected on Case No. 44 in the very short period of under one month from the date of sanction. Scheme 32, East Agripada.

Scheme 37.—No work was done in this scheme beyond repairs and maintenance of acquired buildings. There have been several collapses, but owing to careful and methodical survey of buildings taken over, the tenants were removed before the collapses actually took place with the result that no lives were lost. Scheme 37, Sydenham Road.

Scheme 41.—This scheme was taken in hand and 5 properties acquired were altered as examples of what might be possible on a large scale. A plan of the scheme will be found at the end of this report. Scheme 41, Undria Street.

Scheme 42.—Arrangements were made for carrying out the work of the chawls for housing the mill hands of the Spring Mill, the detailed plans and working drawings prepared and the cement and steel ordered from England. Scheme 42, Poorer Classes accommodation (Spring Mills).

Generally the work of the year goes to prove the advantage of carrying out works in Bombay by departmental agency, both as regards the quality of the work and the prices at which the Trust obtained the results.

GENERAL ADMINISTRATION.

8. During the year under report the following schemes were added to the Trust programme :— Changes in Trust Programme.

(i) *Parel Road (Central) Street Scheme No.* 43.

This scheme deals with section 3 of the Eastern Avenue and provides for the widening of Parel Road from Sandhurst Road to Byculla Bridge—a distance of 7¼ furlongs—to 120 feet, the present width varying from 65 feet to 86 feet. The 120 feet is to be laid out as a first-class concrete bottomed road consisting of a tar macadam carriage-way 80 feet wide with a 20 feet paved footpath on either side. The estimated nett loss is Rs. 34·7 lakhs or Rs. 4·7 lakhs per furlong. The scheme was notified in April 1914, and was submitted to Government for sanction in May 1915.

(ii) *Parel Road (Northern) Street Scheme No.* 47.

This scheme deals with section 4 of the Eastern Avenue and provides for the widening of Parel Road from Byculla Bridge to Lalbagh—a distance of nearly 1½ miles—to 120 feet, the present width varying from 55 feet to 78½ feet. The nett loss is expected to be Rs. 53 lakhs. The opportunity has been taken to make provision in the scheme for clearing away the slum areas in Guzri Bazaar and Tulsirampada, representations in respect of which have been received from the Municipal Commissioner (the former in March 1905 and the latter in October 1913). The scheme was notified in November 1914, and a copy of the noti-

fication was furnished to the President of the Municipal Corporation on 4th November 1914, but it has not yet been submitted to Government for sanction.

These schemes form the outstanding links in the Eastern Avenue (*vide* map at the end of this report). The important Trust Resolutions on these schemes will be found in Appendix **M-1**.

(iii) *A Poorer Classes Accommodation Scheme No.* 42.

Poorer Classes Accommodation Schemes.

The Poorer Classes Accommodation scheme under section 32B of the Act for housing the employés of the Spring Mills at Sewree, referred to in the 1913-14 Report, was sanctioned by Government under G. R., G. D., No. 7559, dated 24th September 1914, and declared on 29th October 1914. Acquisition proceedings were in progress at the end of 1914-15.

Negotiations for another scheme for housing the employés of the Kohinoor Mills were commenced in November 1913, and are still in progress. The Directors having called for an estimate of the cost of the scheme, one has been supplied.

Police Accommodation Schemes.

Representations in respect of the following schemes were received from Government during the year under report and have been considered by the Board. The resultant schemes are in various stages of formation :—

Maharbaudi P. A.	Scheme	No.	44
Paltan Rd.	do.	„	45
Parel Rd.	do.	„	46
Mahim	do.	„	48

Fuller information regarding all Police Accommodation Schemes in formation or execution will be found in Appendix **H-2.**

Changes in Trust's Estates. Schedule C.

9. Government have, from time to time, been obliged to resume for public purposes, portions of the Government land originally vested in the Trust for 99 years. These resumed areas aggregated over 10 lakhs square yards of the schedule value of Rs. 21·82 lakhs up to the beginning of 1914-15.

During 1914-15 the only change was that 1,814 square yards (schedule value Rs. 4,535) on the Flats were acquired by Government for the B. B. & C. I. Railway Grass Sidings at Mahaluxmi. By the end of 1914-15 the Schedule C lands (Government land temporarily vested in the Trust) had thus been reduced from the original area of 30·4 lakhs of square yards to 20 lakhs, and their schedule value from Rs. 72·6 lakhs to Rs. 49·1 lakhs. Details of Schedule C land vesting in the Trust will be found in Statement A attached to Appendix **D-5**.

Schedule D.

Details of Schedule D (Municipal) lands, vesting in the Trust, will be found in Appendix **D-5**, Statement B. By the beginning of 1914-15, these lands had been reduced by resumption from the original 7·5 lakhs of square yards valued at Rs. 18·4 lakhs to 7·24 lakhs of square yards valued at Rs. 17·1 lakhs.

During the year under report 547½ square yards of the schedule value of Rs. 3,559 were acquired by Government for the B. B. & C. I. Railway Grass Sidings at Mahaluxmi.

The nett change in the Trust's Estates effected during the year is set out in the following figures of which full details will be found in Appendix **D-4** to this report and that for 1913-14 :—

		As at the beginning of 1914-15	As at the end of 1914-15.
	Developed Land.	Sq. yds. in thousands.	Sq. yds. in thousands.
Appendix D-4, Col. 5	Permanently leased	631	690
,, ,, ,, 5	Chawl sites	70	70
,, ,, ,, 9	Yet to be permanently leased ...	285	279
,, ,, ,, 12, 13 & 14..	Remainder, roads, open spaces, &c ...	433	451
,, ,, ,, 15	Total ...	1,419	1,490
,, ,, ,, 7	Rent of permanently leased area ...	Rs. 10·5 lakhs	Rs. 11·2 lakhs
,, ,, ,, 16	Area of undeveloped land in thousands of square yards	5,426	5,417
,, ,, ,, 3	Cost of acquisition	Rs. 491 lakhs	Rs. 517 lakhs.

Progress of Development.

10. By Trustees' Resolution No. 124, dated the 2nd June 1914, the Board sanctioned the development of a portion of Scheme 31, lying between Jeejeebhoy Lane, Government Gate Road and Suparibaug Road. The area of this section is between 34 and 35 thousand square yards. Provision has been made for locating a garden or play-ground, having an area of 2,300 square yards in the centre of the section and around this will be grouped a number of small plots on which buildings consisting of a ground and two upper floors only will be permitted. There are in all 53 plots aggregating 20,093 square yards of which an aggregate of 16,434 square yards may be built over. Provision has also been made for widening Jeejeebhoy Lane to 80 feet, as this road will in all probability be extended eastwards at some future period and will provide direct communication between the Port Trust Estate and the new Overbridge now under construction at Currey Road. By Trustees' Resolution No. 184 of 11th August 1914, the Board sanctioned a road, 50 feet in width, running north and south for a length of 2,700 feet through the centre of the northern portion of this Scheme.

The development of the East Agripada estate, an area of about 57 acres, till recently occupied by foul marsh land and insanitary slums, was sanctioned by Trustees' Resolution No. 26 of 26th January 1915. The main features of the lay-out are the construction of two east and west roads, one of which will give direct access from Ripon Road to Byculla Station, while the other is a continuation of Souter Street eastwards. A considerable area of land has been set aside for the erection of buffalo stables, the lay-out being devised so as to secure compliance with the new Municipal bye-laws. An area of about 7,000 square yards is provided for Trust chawls for indigent

weavers now occupying wretched houses in the vicinity of the Alhaidi's Mosque. A public play-ground of about 6,000 square yards is to be provided between Haines Road and DeLisle Road.

By Trustees' Resolution No. 7 of 12th January 1915, it was decided to re-arrange plots Nos. 106-113 on the Princess Street Estate and to continue Kitchen Garden Lane through to Mangaldas Road.

By Trustees' Resolution No. 26 of 26th January 1915, the Board sanctioned a revised development of the southern portion of the Nowroji Hill Estate, including the portion of Scheme 3 lying to the south of Sandhurst Road, between Dongri Street and Elphinstone Bridge. Provision has been made for the erection of godowns with access from back roads so that Sandhurst Road may not be blocked by bullock carts as Dongri Street so often is, and a small play-ground for children has also been provided.

The Trustees' Resolutions sanctioning these developments will be found in Appendix **M-2** and the sanctioned development plans are inserted at the end of this report.

Dishousing and Re-housing

11. Up to the beginning of 1914-15, completion certificates had been issued for 305 buildings on Trust estates (exclusive of Police chawls and Trust chawls) and taking into consideration the buildings which had been occupied with permission without completion certificates, the accommodation that was made available was as follows :—

> 1,188 shops, 217 godowns, 1 shoeing forge, 3 sodawater factories, 1 rope factory, 1 tin-smith's shop, 1 iron foundry, 1 church, 4 theatres, 1 temple, 3 clubs, 3 associations, 1 society building, 2 schools, 3 hospitals, 2 offices, 1 jamatkhana, 3 hotels, 1 hostel, 5 garages, 1 coach-house, 1 motor workshop, 6 electric sub-stations, 1 printing press, 1 lecture hall, 1 stable for bullocks, 4,145 tenements for families (2,079 of which were one room tenements, 698 two room tenements and 1,368 larger tenements) and 1,083 servants' quarters.

In 1914-15 certificates were granted for 41 new buildings and including the buildings for which permission to occupy was granted, the following new accommodation was made available :—

> 191 shops, 17 godowns, 1 soap factory, 4 show rooms, 1 work-shop, 1 music school, 1 electric sub-station, 404 tenements for families (188 of which were one room tenements, 71 two room tenements and 145 larger tenements) and 5 servants' quarters.

At the end of the year completion certificates remained to be granted for 101 buildings in progress of which 1 was partly occupied, 26 wholly occupied and 74 unoccupied, while there were 30 leased plots on which the projected buildings had not yet been commenced.

Allowing 5 inhabitants per tenement and neglecting shops and other miscellaneous premises, it will be seen that accommodation has been provided on Trust estates for 2,035 persons during the year. In addition 170 new rooms were made available in semi-permanent sheds at Agripada and Supari-baug providing accommodation for 510 persons. Then again 1,184 persons residing in 296 tenements in demolished houses in Nowroji Hill and other schemes were accommodated in other acquired houses in the schemes. As against the total of 3,729 persons housed, the number dishoused on Trust estates during the year was 4,294, being the population of 158 buildings that were demolished. Thus the population dishoused during the year under review was in excess of that rehoused by 565 ; there was however room for far more than these 565 in the vacant tenements in the Trust's acquired houses ; for there were 1,786 such tenements at the beginning and 2,468 at the end of 1914-15. The following statement shows how far rehousing has kept pace with housing in the last 5 years. It shows that the number rehoused exceeded the number dishoused in this period by about 10,000:—

Year.	Dishousing.			Rehousing.				
				No. of people for whom new accommodation provided.				
	No. of buildings demolished.	No. of tenements demolished.	No. of people dishoused.	In new private buildings on Trust estates.	In permanent chawls.	In semi-permanent camps.	No. transferred to vacant rooms in acquired buildings.	Total.
1910-11 ...	41	540	1,593	2,820	4,398	...	No record.	7,218
1911-12 ...	143	1,029	3,131	4,259	1,728	69	Do.	6,056
1912-13 ...	171	1,140	3,688	2,669	135	69	680 No record except for Scheme 29.	3,553
1913-14 ...	129	866	2,740	3,375	...	672	168	4,215
1914-15 ...	158	1,413	4,294	2,035	...	510	1,184	3,729
Total ...	642	4,988	15,446	15,158	6,261	1,320	2,032	24,771

Long Leases.

12. The plots leased up to the end of March 1914-15, aggregated 646 measuring about 7,59,780 square yards valued at Rs. 282 lakhs with a present annual rental of Rs. 11,32,225 and an ultimate annual rental of Rs. 11,85,166. In 1914-15, 28 plots were agreed to be leased on 99 or 999 years' leases, *viz.* :—

West Agripada	4
West Chaupati	1
Princess Street	4
Sandhurst Road...	8
Gamdevi...	4
Dadar-Matunga...	2
Mandvi-Koliwada	1
Mathew Road	2
East Agripada	2
	28

In Scheme 5 one plot admeasuring 27,033 square yards was sold to Government as a site for quarters for Preventive Officers for Rs. 1,62,200. Taking 4 per cent. on this amount as the equivalent of the annual rent on leased plots, the figures indicating progress in the disposal of the Board's lands in the year stand as follows :—

Analysis of Trust land transactions in 1914-15.

No.	Particulars.	No. of plots.	Area.	Capital value.	Annual rent.	Remarks.
			Sq. yds.	Rs.	Rs.	
I	Plots leased, *vide* Appendix G-2	28	55,565	11,84,500	46,337	
II	Land sold—Dadar-Matunga...	1	27,033	1,62,200	6,488	At 4 per cent. on value.
III	Police accommodation... ...	...	...	...	...	
IV	Total plots disposed of ...	29	82,598	13,46,700	52,825	
V	Plots disposed of in 1914-15 or earlier but relinquished to the Trust in 1914-15 ...	7	6,851	1,45,637	5,981	
VI	Net plots disposed of in 1914-15	22	75,747	12,01,063	46,844	
	Corresponding figures for 1913-14	81	2,88,667	32,31,390	1,29,256	
	Corresponding figures for 1912-13	82	1,09,409	40,58,426	1,62,337	
	Corresponding figures for 1911-12	46	37,868	22,36,500	89,460	

In Appendix **G-1** are given the details of leasing to date on each estate and a detailed list of plots leased in 1914-15 with their areas, rentals, etc., is given in Appendix **G-2**.

The number of plots disposed of was much below normal. As remarked in last year's report, the failure of several local banks considerably interfered with the leasing of plots; the market was recovering from this set-back when the European War broke out with the result that during the months of August and September during which a large number of plots are usually disposed of only six were let and of these three were subsequently resumed on the tenants failing through difficulties due to the war to carry out their obligations. Towards the end of 1914-15 the market became brisker.

Land on the East Agripada Estate was brought on to the market for the first time and two plots having an area of 12,135 square yards and a rental of Rs. 6,352 were disposed of to buffalo stable keepers.

Short Leases.

13. There were 873 acquired buildings in charge of the Trust at the commencement of the year, and 184 were acquired during the year; out of the total of 1,057, 158 were demolished during the year.

At the end of the year the Trust had 899 such buildings containing 10,779 tenements as shown below of the aggregate gross annual rental of Rs. 10,35,891 :—

One room.	Two rooms.	Others.	Shops.	Godowns.	Factories, &c.
8,460	862	469	616	119	253

The rents realized from these buildings in 1914-15 aggregated Rs. 7,44,951. The realization during the year from these and other temporary rents amounted to Rs. 10,26,350 which is compared with the corresponding figures of the previous two years below :—

—	1912-13.	1913-14.	1914-15.
	Rs.	Rs.	Rs.
Rents from acquired buildings	4,70,252	6,30,066	7,44,951
Rents from lands let for temporary structures, &c.	1,83,007	1,75,077	2,01,419
Rents from lands let for storing materials...	28,187	35,754	29,922
Rents from lands let for cultivation ...	71,108	64,472	50,058
Total ...	7,52,554	9,05,369	10,26,350

Administration of Chawls.

14. The average population of the Board's chawls and semi-permanent camps throughout the year was 17,354 as shown in the following table, which compares the mortality rates of these chawls during each of the last four years with those of the Municipal sections in which the chawls are situated :—

Serial No.	Names of chawls and semi-permanent sheds or health camps.	Average population.	Deaths from								Total excluding outsiders.	Classification of deceased.				Death-rate per 1000 in				Municipal death-rate per 1000 in				Remarks.
			Plague.		Cholera.		Other infectious diseases.		Other causes.			Children.												
												Under 1 month.	Over 1 month and under 12 months	Over 1 year and under 10 years.	Others.	1911-12.	1912-13.	1913-14.	1914-15.	1911-12.	1912-13.	1913-14.	1914-15.	
			A	B	A	B	A	B	A	B														
1	Imamwada chawls—7 blocks	2,909	3	3	..	..	9	4	64	6	76	3	12	11	50	29·29	44·38	28·11	26·13	49·76	55·64	44·63	38·52	The average population is arrived at by taking the population for each chawl at the end of each month dividing the total by 12.
2	Agripada chawls A—4 old blocks	1,194	2	..	..	..	5	..	36	..	43	4	6	11	22	31·13	39·25	42·82	36·01	41·47	45·66	40·09	32·72	
3	Do. B—12 new blocks ..	2,794	2	..	1	..	6	..	61	3	70	6	7	20	37	20·80	31·41	28·88	25·06	41·47	45·66	40·09	32·72	
	Do. C—6 reinforced concrete chawls.	1,656	1	..	..	..	7	..	53	..	61	2	15	15	29	28·72	33·65	33·58	36·54	41·47	45·66	40·09	32·72	
5	Mandvi-Koliwada chawls—4 blocks	748	1	1	..	..	2	..	12	..	15	..	1	4	10	20·16	29·06	28·89	20·05	21·20	46·50	35·90	25·26	
6	Paltan Road semi-permanent sheds	836	2	..	2	..	..	..	20	..	24	2	1	4	17	32·09	46·08	42·82	28·71	35·35	37·72	35·90	30·29	
7	Chaupati do. do.	837	4	..	..	..	4	..	17	1	25	1	2	7	15	26·68	18·56	16·23	29·87	21·05	20·48	19·83	23·96	
8	Nagpada chawls A—2 old blocks	466	1	..	..	..	1	..	4	3	6	..	2	1	3	30·74	41·58	18·41	12·88	28·21	37·26	28·21	28·68	
9	Do. B—1 reinforced concrete chawl.	485	..	..	..	..	..	..	9	..	9	..	3	4	2	6·23	19·61	12·09	18·56	28·21	37·26	28·21	28·68	
10	Chandanwadi chawls—6 blocks	2,348	..	..	..	..	7	1	52	5	59	2	8	13	36	20·83	20·58	26·23	25·13	34·12	31·95	31·71	29·18	
11	Princess Street chawl—1 block	232	..	..	..	..	..	..	1	..	1	..	1	..	..	15·50	37·17	26·41	4·31	27·37	28·37	25·88	18·95	
12	Suparibaug chawls—6 blocks, reinforced concrete chawls.	1,474	..	..	..	..	3	..	25	2	28	6	5	3	14	20·10	33·44	19·28	18·99	31·93	29·76	31·07	24·56	
13	Suparibaug semi-permanent sheds	455	..	..	1	..	..	..	8	..	9	..	2	4	3	..	..	....	19·78	..	..	..	24·56	
14	East Agripada do. do.	920	1	..	..	..	..	1	8	..	9	..	..	3	6	..	..	..	9·78	..	..	..	32·72	
	Total ..	17,354	17	4	4	..	44	6	370	20	435	26	65	100	244									
			21		4		50		390			435				24·58	33·18	28·20	25·07	* 35·69	*39·77	*33·65	*32·52	* Death-rate of the City of Bombay for 1911—1912—1913—1914, respectively.

A=Regular residents. B=Outsiders brought in sick or deceased.

The general characteristics as disclosed by the preceding mortality statement are :—

(*a*) that there has been a steady improvement in the last three years leading, in some cases, to an even lower death rate than that of the exceptionally healthy year 1911-12, and

(*b*) that the death rates in chawls are below those of the respective Municipal sections, in which they are situated, and far below in the case of Imamwada and Nagpada chawls and camps in East Agripada.

The exceptions are Agripada four old blocks and six new concrete blocks and Chaupati camp.

In Agripada the high death rate is mainly due to very high mortality amongst children in blocks 2, 3, 20 and 24 the cause of which cannot be ascertained.

As regards the Chaupati camp, the death rate is decidedly higher than that in the camp during 1913-14, and the 1914-15 death rate in the district in which it is situated. This death rate is mainly due to the outbreak of plague and other infectious diseases which caused 8 deaths.

There are three or four points in connection with the mortality statement which are worth noting. The death rate in camps in East Agripada is the lowest in spite of the unhealthiness of the district in which they are situated. There has been a great improvement in the death rate of Paltan Road camp. The mortality amongst children in Agripada and Suparibaug Road chawls is very high, as out of total deaths of 202, fully 100 are of children. And finally it is noticeable that the lowest death rate in Municipal sections is 18·95 in the district in which the Princess Street chawl is situated, and which has been much improved by the Trust's work in Princess Street Scheme, and that the most improved sectional death rate is that of Mandvi, where again the Trust's work in the Mandvi-Koliwada Scheme must have had some share in causing the improvement.

By Trustees' Resolution No. 95 dated 28th April 1914 the erection of a semi-permanent camp on the reclaimed site of Pradhan Tank on Haines Road was sanctioned when it was found that the 120 rooms recently erected close by at Kalapani had been rapidly taken up. Accordingly 123 new rooms were erected at Agripada in the record time of 25 days. No difficulty was experienced in getting these rooms occupied. The occupants are all poor people who were previously living in very insanitary huts among the East Agripada swamps recently filled in by the Trust. The difference between the death rate 9·78 in this camp and that of the Municipal section in which it is situated (32·72) is very remarkable.

The weaving shed, sanctioned by the Board under Trustees' Resolution No. 22, dated 3rd February 1914, was erected during the year under review and commenced to be occupied from 1st August 1914. There is accommoda-

tion for 64 looms in the shed. For the convenience of the weavers a small cook-room was subsequently erected in connection with the shed. A monthly rent of Re. 1-5-0 is charged per loom, and there have been next to no vacancies during 1914-15.

The total rental of the 4,365 rooms in Trust chawls is Rs. 2,31,419 per annum. The revenue actually collected amounted to Rs. 2,23,156 or 99·4 per cent. of the total recoverable Rs. 2,24,408. The difference between Rs. 2,31,419 and Rs. 2,24,408, *viz.*, Rs. 7,011 is due to vacancies.

The total rental of the 993 rooms in Trust semi-permanent sheds is Rs. 29,230 per annum. The revenue actually collected amounted to Rs. 27,943 or 99·05 of the total recoverable Rs. 28,212. The difference between Rs. 29,230 and Rs. 28,212, *viz.*, Rs. 1,018 is due to vacancies.

The percentage of outgoings on Trust semi-permanent sheds is 34·95 as shown in the marginal statement.

Particulars.	Permanent chawls.	Semi-permanent sheds.
Sanitary staff	3·62	8·30
Pump men...	1·38	0·00
Cost of Establishment and Management...	7·50	7·50
Municipal taxes (percentage on actual amount paid)	11·67	10·50
Repairs and maintenance and supply of stores	6·35	5·17
Vacancies	3·03	3·48
Total ...	33·55	34·95

The percentage of outgoings to gross revenue in permanent chawls is 33·55 made up of the items shown in the margin. This percentage is in excess of that of the preceding year by 1·72.

The increase is due to the percentage of repairs and supply of stores being enhanced from 4·82 in 1913-14 to 6·35 in 1914-15.

On the basis of the maximum annual rental of Rs. 2,31,419 and outgoings at 33·55 per cent., the net annual income works out to 66·45 per cent. on Rs. 2,31,419, *i.e.*, Rs. 1,53,778 or 4·46 per cent. on the cost of the chawls. The cost of the chawls including land was Rs. 34,50,272 (*vide* Appendix **I**) and on this sum the Board pay interest and sinking fund charges at 4·61 per cent. per annum, *i.e.*, Rs. 1,59,057, which is Rs. 5,279 less than the nett annual income as worked out above. The average population of the chawls during 1914-15 was 14,306.

FINANCE.

Loan.

15. The Budget of 1914-15 contemplated a loan of Rs. 50 lakhs, tenders for which were opened on the 4th August 1914. Owing to the war, however, the Board were unable to obtain offers at 97 and upwards for more than Rs. 9,32,500 (including Rs. 3,75,000 set apart for the Trust Sinking Fund). In December 1914 there were some inquiries for Trust Bonds and the Board decided to place them with private tenderers in small lots at Rs. 97 per cent. less brokerage. In this manner the Board were able by the end of February 1915 to place debentures for another Rs. 11,38,500, and in order that the Board might take the fullest advantage of this demand for their debentures Government were asked to extend the currency of their sanction to the loan of

1914 from 31st March 1915 to 30th June 1915. Extension was sanctioned up to 30th April 1915 only. During March 1915 debentures for another Rs. 1,91,000 were placed with private tenderers and an offer for the balance (Rs. 27,38,000) at Rs. 97 per cent. clear of brokerage was accepted on 14th April 1915. In accordance with one of the terms of this offer, the debentures are being paid for at the rate of about 3 lakhs a month. The average rate of the loan was Rs. 97-0-8. This brings the Trust's total borrowings up to date to Rs. 543 lakhs (face value), involving interest and sinking fund charges of Rs. 24·56 lakhs per annum on nett receipts of Rs. 535 lakhs (allowing for premia and discount in different years). These charges have always been regularly and punctually paid. Full details are given in Appendix **C**. The average charges come to 4·59 per cent. on nett receipts, the average rate of loans to date being Rs. 98-9-3.

Sinking Fund.

The sinking fund for the repayment of loans raised by the Board has been invested in public securities, full details of which are given in Appendix **C**.

Earnings on Surplus Cash Balances.

16. The present banking arrangements of the Trust were described in para. 16 of the Annual Report for 1912-13.

The Board's earnings in the years before and after the expiry of the special contract entered into with the Bank of Bombay in 1909 are compared in the following table :—

Particulars.	Under old arrangements with Exchange Banks.				Under special contract with the Bank of Bombay.*				After the termination of the contract.	
	1906-07.	1907-08.	1908-09.	Up to 8th July 1909.	After 8th July 1909.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Average daily balances (in lakhs).—										
(a) Interest bearing	19·71	19·95	12·03	6·30	33·48	30·48	50·58	45·04	29·82	15·79
(b) Non-interest bearing	0·91	0·54	1·67	5·21	15·30	7·31	0·75	0·63	0·29	0·23
2. Interest earned on the above (in lakhs).	0·89	0·92	0·37	0·04	0·72	1·02	1·63	1·65	1·36	0·59
3. Average rate per cent. of interest—										
(i) of 2 on 1 (a)	4·53	4·63	3·08	2·34	2·95	3·37	3·24	3·66	4·55	3·72
(ii) of 2 on 1 (a) and (b)	4·33	4·50	2·70	1·28	2·04	2·72	3·19	3·60	4·51	3·66
4. Average Bank rate	6·37	5·84	5·56	5·91	4·65	3·33	4·97	5·35	5·38	5·44
5. Per cent. of 3(ii) to 4	68	77	49	40		51	64	67	84	67

* The special arrangement with the Bank of Bombay expired on 8th July 1912.

The average rate of interest earned in 1914-15 on the whole of the daily balance, whether invested or not, was 3·66 per cent. The fall from the record of 4·51 per cent. in 1913-14 was due to the effect of the war on the money market.

On comparison of the actual earnings of the year with what would have been earned under the special contract with the Bank of Bombay, it is found that the Trust gained about Rs. 10,000 by determining the contract, earning 3·66 per cent. per annum on an average daily balance of Rs. 16·02 lakhs, whereas under the old contract the earnings would have been 3·06 per cent. per annum.

Accounts of 1914-15.

17. The audited accounts of the Board for 1914-15 are attached to this report.

The total receipts and expenditure of 1914-15 were as follows :—

	Receipts.	Expenditure.
	Rs.	Rs.
Capital Account	28,99,115	38,67,385
General Account	34,74,414	27,26,352
Total	63,73,529	65,93,737
Difference ...	Rs. — 2,20,208	

The opening and closing balances were as follows :—

	Opening balance.	Closing balance.
	Rs.	Rs.
Capital Account	32,08,898	22,40,628
General Account	.....	7,48,062
Total	32,08,898	29,88,690
Difference ...	Rs.	2,20,208

apital Account.

18. The Board's capital receipts other than receipts from loan come under four main heads, *viz.*, sale of lands, sale of right to demolish acquired buildings, sale of quarrying rights and composition of rents.

The receipts under these heads in the last five years are compared below :—

—	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
	Rs.	Rs.	Rs.	Rs.	Rs.
1. Sale of Lands	3,27,403	12,032	3,89,359	7,90,456	7,99,884
2. Sale of right to demolish acquired buildings ...	43,712	87,039	92,882	75,420	80,472
3. Sale of quarry rights ...	64,194	43,692	60,864	36,796	39,204
4. Composition of rents under Section 64 (1) (*c*) of the Act	...	...	...	52,350	1,13,650
Total ...	4,35,309	1,42,763	5,43,105	9,55,022	10,33,210

Receipts from sale of land in the year under report aggregated Rs. 8 lakhs but the major portion of this sum represents balances due for sales effected in 1913-14, *viz.*, Rs. 3 lakhs in respect of the sale of 78,674 square yards in Scheme 5 to Victoria Jubilee Technical Institute and Rs. 3·3 lakhs in respect of the sale of 141,025 square yards in Parel to Government.

Such receipts are usually small, because it is the Board's policy to convey land by lease rather than by sale in order to be better able to control the lessees and in particular to prevent the creation of insanitary conditions by the overcrowding of land with building sites. These considerations, however, do not prevail when land is taken up by Government as was the case with practically all the sales of 1914-15. The chief item of the year's transactions was the sale of 27,033 square yards of land in Scheme 5 to Government for Rs. 1,62,199-8-0 for offices and quarters for the Customs Preventive Service.

A sum of Rs. 1,12,200 was received during the year from the Trustees of the United Free Church of Scotland in composition of rent due in respect of Plots Nos. 24-27 on the Gamdevi Estate.

The figures under main heads of capital expenditure during the last 5 years are compared below in round thousands of rupees :—

	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.
	Rs.	Rs.	Rs.	Rs.	Rs.
Management and Establishment ...	4,63	4,10	4,42	4,51	3,68
Acquisition	44,98	32,16	14,50	57,93	29,56
Works	6,18	3,47	3,35	4,52	5,43
Payments under section 79	53	1,60	...	...	...
Total Rs. ...	56,32	41,33	22,27	66,96	38,67

By the end of 1914-15, the Board had raised Rs. 543 lakhs by loans, and their total capital receipts, including 54 lakhs received from Government (50 lakhs in 1911 and 4 lakhs in 1913), amounted to Rs. 600 lakhs, out of which they have spent Rs. 29 lakhs on improvement of Government and Municipal lands temporarily vested in them, Rs. 562 lakhs on their own acquired estates and Rs. 3 lakhs on their office building.

19. The Trust's profits and losses up to the end of 1914-15 in their General Account are set out below :— General Account.

Surplus in General Account.		Deficit in General Account.	
Year.	Amount.	Year.	Amount.
	Rs.		Rs.
1898-1899	1,80,067	1906-1907 ...	56,081
1899-1900	1,07,555	1907-1908 ...	1,22,781
1900-1901	4,60,106	1908-1909 ...	1,25,307
1901-1902	4,41,258		
1902-1903	5,22,308		
1903-1904	1,81,487		
1904-1905	67,141		
1905-1906	1,20,396		
1909-1910	52,615		
1910-1911	1,60,364		
1911-1912	2,93,217		
1912-1913	4,95,948		
1913-1914	7,36,193		
1914-1915	7,48,062		
Total Rs. ...	45,66,717	Total Rs. ...	3,04,169
Net balance *Cr.*	42,62,548		

The Trust raise capital for their operations mainly by public loans on 4 per cent. debentures of 60 years' currency, and the general account depicts the struggle between the interest and sinking fund charges on these loans and the net revenue from the temporarily vested and the acquired estates in which capital has been sunk. The charges increase steadily from year to year with the annual borrowings and the nett revenue from each estate gradually increases until the estate is fully developed. In the early stages of development interest and sinking fund charges naturally expand faster than revenue. For the last twelve years the annual nett revenue from the estates has always fallen short of the annual interest and sinking fund charges ; but this shortage has hitherto been more than counterbalanced by the annual Municipal contribution so that the Trust have not had to exercise the power given to them by section 79 (2) of the Act to draw on their capital debt to make good the annual deficits. The following is an analysis of the general account during the last 17 years :—

Analysis of general account.

(Figures in Lakhs.)

No.	—	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15
	SPECIAL ITEMS.																	
1	Interest and sinking fund charges—																	
	On debt due to Government and Municipality under Sec. 68	..	..	..	..	..	..	..	..	..	..	..	1·1	0·8	1·0	1 1	0·3	..
	On debentures ..	..	..	2·2	2·5	4·1	5·7	8·1	10·0	11·2	12·1	13·0	16·0	19·1	20·2	20·6	21·4	22·4
	Total ..	..	..	2·2	2·5	4·1	5·7	8·1	10·0	11·2	12·1	13·0	17·1	19·9	21·2	21·7	22·2	22·4
2	Receipts other than Municipal contribution	1·9	1·5	3·1	3·5	5·3	5·3	9·2	11·8	10·9	11·0	11·1	13·6	16·7	19·5	20·7	23·8	25·0
3	Expenditure other than interest and sinking fund charges.	0·1	0·4	1·0	1·4	1·0	1·3	2·4	3·1	3·3	3·7	3·9	3·8	4·1	4·1	3·4	3·5	4·9
4	Nett revenue (2-3) ..	1·8	1·1	2·1	2·1	4·3	4·0	6·8	8·7	7·6	7·8	7·2	9·8	12·6	15·4	17·3	20·3	20·1
5	Shortage (1-4) to be made good from Municipal contribution.	−1·8	−1·1	0·1	0·4	−0·2	1·7	1·3	1·3	3·6	4·8	5·8	7·3	7·3	5·8	4·4	1·9	2·3
6	Municipal contribution—																	
	Section 73	..	..	..	..	..	..	..	..	..	..	..	..	0·6	..	..	..	..
	„ 72	..	..	4·7	4·8	5·0	3·5	2·0	2·5	3·0	3·6	4·5	7·8	8·3	8·7	9·3	9·3	9·3
	Total ..	..	..	4·7	4·8	5·0	3·5	2·0	2·5	3·0	3·6	4·5	7·8	8·9	8·7	9·3	9·3	9·3
	Profit + or loss − (6—5).	+1·8	+1·1	+4·6	+4·4	+5·2	+1·8	+0·7	+1·2	−0·6	−1·2	−1·3	+0·5	+1·6	+2·9	+4·9	+7·4	+7·5

It will be seen that the net revenue from the Trust estates has increased from 9·8 in 1909-10 to 20·1 lakhs in 1914-15. It is a matter for congratulation that it has increased much faster than interest and sinking fund charges. The Trust's consequent surpluses since 1909-10 have under the amended Act been utilized towards capital expenditure thereby reducing the borrowings.

Full details of the Municipality's contribution year by year are given in Appendix **B-4.**

20. As usual collection work both for temporary and permanent revenue was very well done as will be seen from the figures below :— Collection of revenue.

Particulars.	Revenue,		Total.
	Permanent.	Temporary.	
	Rs.	Rs.	Rs.
Amount for collection	10,58,265	13,38,138	23,96,403
„ collected	10,34,179	12,77,679	23,11,858
„ in advance	2,677	.....	2,677
„ written off	746	2,024	2,770
„ outstanding on 1-4-1915 ...	23,340	58,435	81,775
„ „ on 1-5-1915 ...	8,688	26,699	35,387
„ „ on 1-6-1915 ...	7,390	20,989	28,379

The permanent revenue is collected by two clerks in the Account Office and temporary revenue by the Land Manager's three Chawl Superintendents and temporary staff of nine rent collectors. The former had at the end of the year outstandings of 2·2 per cent. and the latter 4·3 per cent. on the total amount for collection in the year ; while of the grand total of nearly 24 lakhs for collection in the year only 1·2 per cent. was outstanding on the 1st June 1915. In connection with this work 250 suits were filed during the year for arrears aggregating Rs. 9,608 of which Rs. 1,793 still remain to be recovered. In round figures the number of rent bills issued in the year was 4,200 for permanent and 181,700 for temporary revenue, total 185,900.

21. The method of distributing the cost of management and establishment was explained in Appendix **M-1** of the 1912-13 Report and was sanctioned in Government Resolution No. 8330 of 16th October 1914. The general idea is to debit each estate with certain percentages of the revenue collected from it and of the capital spent upon it during the year, corresponding to the charges that would be made by an Estate Agent for collection of revenue, supervision of acquisition works and disposal of plots on the estate. The cost of the Tribunal is distributed to the several estates in proportion to the time spent by the Tribunal on hearing cases in the respective estates and special lump-sum debits are made to particular estates in respect of special work done for them by the establishment but not reflected in the capital charges or the revenue collections of the year. The ordinary percentage charges are :— Cost of Management and Establishment.

7½ per cent. on cost of acquisition.
7½ „ „ „ cost of works.
4½ „ „ „ capital value of land leased in the year.
2½ „ „ „ sale-proceeds.
2½ „ „ „ permanent revenue collected.
7½ „ „ „ temporary revenue collected.

In 1912-13 the normal percentages were proportionately increased in order to tally the total percentage charges with the actual cost of management and establishment. In 1913-14 there were several cases of heavy compensation in Schemes 32 and 37, and as the effect of charging the normal 7½ per cent. on the compensation paid in the year would have been to entail a general reduction in percentages so that all the other schemes would have benefited at the expense of Schemes 32 and 37 it was decided that Rs. 1,59,000 representing roughly the difference between the total of the percentage charges and the actual cost of management and establishment should be taken in reduction of the percentage charges under acquisition in these schemes. The net result of these variations in 1912-13 and 1913-14 was a shortage of about Rs. 1,47,000 of actuals below normals as will be seen from Appendix **M-3**.

Since the distribution is based on certain normal percentages representing roughly rates of commission which taking one year with another would be considered fair remuneration for an Agent running Trust affairs for the Trust, this shortage is really a kind of reserve indicating under what heads and under what schemes variations from the normal will be justifiable in 1914-15 and future years.

In 1914-15 the outlay on acquisition and on works was comparatively small owing to the financial stringency consequent on the outbreak of war with the result that the total of the percentage charges is Rs. 4·66 lakhs only, while the actual cost of management and establishment is 5·05 lakhs. To clear the difference it has been necessary to draw on this reserve by increasing the normal charges under acquisition in Schemes 32 and 37, and in doing so the opportunity has been taken to adjust differences between the normals and actuals in the previous two years.

The distribution for 1914-15 is shown in Appendix **M-3**, the special debits being as under :—

Scheme 43	...	...	...	...	Rs. 1,000
„ 47	...	...	...	...	„ 2,000

on account of work done in preparing these schemes which have yet to be submitted to Government for sanction.

The result of the distribution for 1914-15 is that every scheme except Scheme 37 has been debited with the normal percentage charge for the three years 1912-13, 1913-14 and 1914-15. In Scheme 37 there is a reserve of Rs. 1,11,000 under Acquisition indicating that the normal percentage charge under that head can in future years be raised to that extent, if necessary.

For several years past the cost of management and establishment has been about 5 lakhs per annum, of which about half-a-lakh was debitable to general account but, as explained in para. 1, the general account's share of this burden had under section 75 (1) of the Act to be largely increased after the close of 1913-14—the fifteenth year of the Trust's existence—with the result that the general account for 1914-15 was debited with 1·24 lakhs and capital account with 3·81 lakhs of the whole 5·05 lakhs, the cost of management and establishment for the year.

22. The closing balance on 31st March 1915 in the account of the Provident Fund, established for the officers and servants of the Trust under section 91 (6) of the Act, was Rs. 3,30,294-14-3 as shown below :— Provident Fund.

Opening balance	Rs.	2,91,175	0 8
Receipts during the year—			
Employés' subscription	„	15,585	1 7
Trustees' contribution	„	15,585	1 7
Interest on employés' subscription	„	5,696	7 0
„ „ Trustees' contribution	„	6,055	0 6
	Rs.	3,34,096	11 4
Deduct—			
Payments to subscribers and nominees	Rs.	3,801	13 1
	Rs.	3,30,294	14 3

Of this balance Rs. 2,93,972-6-0 have been invested in the following securities :—

(*a*) 3½ per cent. Government Promissory Notes for Rs. 80,000.

(*b*) 4 per cent. Port Trust Debentures for Rs. 2,14,000.

PERSONNEL.

23. The Hon'ble Mr. J. P. Orr, C.S.I., I.C.S., who is now in his seventh year of service with the Trust, continued to hold the office of Chairman throughout the year. During his absence on combined leave from 12th July 1914 to 14th February 1915, the Hon'ble Mr. G. W. Hatch, I.C.S., acted for him. Chairman.

There was no change in the staff during the year.

24. Mr. J. Sanders-Slater, Bar.-at-Law, held the office of President, of the Tribunal of Appeal, and Mr. W. A. Chambers, that of Municipal Assessor throughout the year. Tribunal of Appeal.

Mr. Hall was the Government Assessor till he died on 6th May 1914; he was succeeded by Mr. A. E. Mirams, F.S.I.

25. There was only one Special Collector under the Land Acquisition Act throughout the year, Mr. J. D. Framji, I.S.O., Bar.-at-Law. Special Collector.

26. The following gentlemen served as Trustees throughout the year :— The Board.

(1) Sir Bhalchandra K. Bhatawadeker, Kt.
(2) Mr. D. E. Wacha.
(3) Mr. N. J. Gamudia.
(4) The Hon'ble Sir Ibrahim Rahimtoola, Kt., C.I.E.
(5) The Hon'ble Sir Frederick L. Sprott, Kt.
(6) Sir Sassoon David, Bart.
(7) Sir Vithaldas D. Thackersey, Kt.
(8) Mr. A. H. Whyte.
(9) Mr. A. M. Tod.

The changes, among other Trustees, were as follows :—

The *ex-officio* seat of the General Officer Commanding Bombay District was occupied at different times by—

(1) Major-General G. F. Gorringe, C.M.G., C.B., D.S.O.
(2) Lt.-Col. F. A. Smith.
(3) Col. W. R. Marshall.
(4) Brigadier-General C. W. Knight, D.S.O., A.D.C.

The *ex-officio* seat of the Collector of Bombay was held by Mr. E. L. Sale, I.C.S., till he went on leave on 13th April 1914, when Mr. A. H. A. Simcox, I.C.S., succeeded him.

The *ex-officio* seat of the Municipal Commissioner was held by Mr. H. B. Clayton, M.A., I.C.S., till the return of Mr. P. R. Cadell, C.I.E., I.C.S., on 27th June 1914.

Major H. A. L. Hepper, R.E., was on leave from 20th April to 28th October 1914, and Mr. A. C. Rumboll was elected by the Chamber of Commerce to act for him during his absence.

MEETINGS.

Meetings.

27. There were 41 Board Meetings and 52 Committee Meetings during the year, the corresponding figures being 43 and 57 in 1913-14 and 42 and 50 in 1912-13.

The attendance at Board Meetings averaged 89·2 per cent. of the maximum 14 and that at Committee Meetings 85·9 per cent. of the maximum 6.

CHIEF SUBJECTS OF DEBATE.

28. In Appendix **M** will be found a selection from the resolutions of the Board dealing with matters of importance that were under consideration during the year. Those that have not already been referred to in earlier paragraphs are epitomised below :—

Slum Improvement.—All through 1914-15 as in the two preceding years the Board were waiting to receive the report of the Committee appointed by Government to consider Mr. Orr's lecture on Light and Air in Dwellings in Bombay before taking up consideration of the proposals Mr. Orr had submitted in 1912 for dealing with the several represented areas. In July 1914 Mr. Orr again, (*vide* Appendix **M-4**) as in November 1913, moved the Board to wait no longer but take up this matter at once. But as it then seemed certain that the Government Committee's report would very soon be prepared the Board did not accept the suggestion and at the end of 1914-15 they were still waiting. In September 1914, however, a great advance was made towards the solution of the slum problem when a Municipal Committee appointed in January 1912 recommended the Corporation to move for certain important amendments of the Municipal Act so as, *inter alia*, to get power to declare individual rooms U. H. H., to prohibit partitioning of rooms and to require building estates to be laid out to their satisfaction before commencement of building operations. They also recommended the Corporation to adopt the Trust's 63½° rule and their rule making window area proportionate to floor area. The Corporation in October 1914 adopted all these recommendations except that in regard to the application of the 63½° rule to existing buildings which was referred back to the Committee for reconsideration. Nothing had come of this Resolution by the end of 1914-15 except that the bye-laws were amended so as to require the same side open space to be provided outside all residential buildings as had hitherto been required outside chawls only ; but Government have since been moved to amend the law so as to allow of the condemnation of particular rooms as U. H. H. and

of the prohibition of partitions, and steps are being taken for the amendment of the bye-laws on the lines of the Trust's 63½° light and ventilation rule as regards new buildings, while the Corporation Committee have recently met to consider how far the 63½° rule can be applied to existing buildings. Further, the Government Committee have now submitted their report, and it is hoped that by the end of 1915-16 there will be much more to report in the way of solid progress towards checking the development of slums.

In connection with the subject of slum improvement the Chairman delivered on the 8th July 1914 a public lecture on "Density of Population in Bombay City." The lecture was based on the returns of the last five censuses and the main points brought out were as follows :—

(1) That with 9,79,445 souls living on 14,575 acres, Bombay has a density of population of about 67 per acre, the increase in population since 1872 being just over 50 per cent.;

(2) that in the heart of the city there is a congested area of 994 acres with a population of 391 to the acre, nearly two-fifths of the population being here huddled into a little over one-fifth of the total area of the Island with a Circle density per acre varying from 112 in Dongri (Circle 3) to 1,179 in Mandvi (Circle 6);

(3) that with the exception of Kamatipura and 2nd Nagpada in which the density per acre has steadily increased to 556 and 638, respectively, the density in all sections in the congested area has been steadily decreasing in the last thirty years, while there has been a marked increase in the population of sections North of the congested area, especially Byculla, Parel, Sewri, Mahim and Worli;

(4) that there has been a very marked increase of population in recent years in all the Circles just on the borders of the central congested area, many of them having now a dangerously high density which is steadily increasing with the advance of building operations;

(5) that it is therefore of the highest importance for the Municipality to see that the new areas to which the people migrate are properly developed so as to avoid all risk of their ever becoming over-congested in their turn;

(6) that of the 1911 population, 9,29,082, living in tenements 80 per cent. were living in one-room tenements and of the whole number of tenements of all kinds 83 per cent. were one-room tenements;

(7) that the Circles in which the percentage to total population of one-room tenements is highest are mostly to the North of the central congested area—just those Circles in which there has been the greatest increase of population in recent years owing to the population spreading northwards;

(8) that practically all the sections in the central congested area have death-rates above the average for the city, the exceptions being Market, Dhobitalao and First Nagpada which are the very sections in which the largest population is living in new houses on Improvement Trust estates; and

(9) that in every one of the Trust chawl groups the death-rate is far below the corresponding Municipal sectional rate and also below the city average.

Copies of this lecture have been supplied to all members of the Municipality and other applicants interested in the development of Bombay.

Bombay Development Committee's Report.—In May 1914 the Bombay Development Committee's report was published and in June Government called upon the Trust to report what action they proposed to take in order to give effect to the Committee's recommendations, so far as they concerned the Trust. After fully discussing the Chairman's minutes (*vide* Appendix **M-5**) on the report the Board sent a reply to Government accepting nearly all of the Committee's recommendations but pointing out in the following terms their inability to deal at once with insanitary areas :—

"The general question of dealing with the numerous insanitary areas in Bombay City must, in the Board's opinion, be postponed pending—

(i) the augmentation of the Board's resources,

(ii) the amendment of the Municipal Act and bye-laws on the lines recommended by the Committee, and

(iii) the production of a satisfactory scheme of slum improvement, which will be less costly and create less disturbance than the wholesale demolition method hitherto employed. The Board are conducting an experimental scheme on these lines at Undria Street; the results of this experiment should be apparent within the next few months."

Trust's methods of road-construction.—In several debates in Municipal Corporation meetings on the state of the roads in Bombay it was alleged that the roads handed over to the Corporation by the Trust had for the sake of economy been constructed on old and not up-to-date methods and consequently cost much in upkeep. The Corporation accordingly moved Government to amend the Trust Act so as to make the Trust's road specification in any scheme subject to the Municipal Commissioner's approval. On a reference from Government the Trust Engineer submitted an interesting report (*vide* Appendix **M-6**) showing clearly that the Trust had always been the pioneer of new methods of road construction in Bombay. The Trust had no intention of departing from this pioneer policy and accordingly decided not to object to the proposed amendment of the Act.

Co-operative Housing on Trust Estates.—In July 1914 an interesting letter was received from the Parsi Sub-Committee of the Bombay Co-operative

Housing Association which had come into existence in March 1914. The Sub-Committee had under consideration a scheme for putting up twenty houses in a group of plots on the Trust's Gamdevi estate and sounded the Board as to whether they would consent to a modification of the sanctioned development plan so as to create smaller house sites and would give a reduction in the advertised ground rent in view of the large number of houses to be erected. The scheme was supported by the Trust Engineer subject to some re-arrangement of the proposed houses and also by the Deputy Land Manager who pointed out the necessity of creating smaller plots on this estate and encouraging co-partnership associations to take them up. The Chairman recommended the Board to agree to the proposed modification in the development of the scheme and to allow a 15 per cent. reduction in the rate of the advertised rents. The Board accepted the Chairman's proposals with slight modifications, (*vide* Appendix **M-7**); but since the outbreak of the war the scheme has been in abeyance. The Housing Association's efforts, however, resulted towards the end of the year in the creation of the Saraswat Co-operative Housing Society which has recently taken up another plot on the Gamdevi Estate and started to build three houses there (*vide* Appendix **M-8**). This very desirable movement towards the establishment of co-partnership housing societies on the Trust's estate is a new departure which deserves every encouragement at the hands of the Trust, especially in connection with the disposal of land in their Garden Suburb in the North of the Island.

Proposed connection for the B. B. & C. I. Railway between Mahim and the Port Trust Railway.—For some years past the B. B. & C. I. Railway have been in communication with the Trust with a view to obtaining land to the North of Mahim Loop for a connection between their Railway and the Port Trust Railway. The several different proposals for the alignment have been considered by the Railway and Trust Engineers in consultation. The final proposal was to remove the existing Mahim Loop Line Railway bridge over Kingsway, to lower the Mahim Loop Line and to lift the Kingsway on an overbridge over both the Mahim Loop and the new B. B. & C. I. Railway Loop which would run side by side. These proposals involved several complications as regards the proposed roads in the Trust's Sion-Matunga Scheme No. 6. But on the whole the Board thought that the net result would be better than if two embanked railways ran across the estate as originally proposed. They accordingly accepted the Railway Company's proposals subject to their being compensated for the resultant depreciation of their property and the Railway Company are now preparing a detailed scheme (*vide* Appendix **M-9**).

The Trust's Building Bye-laws.—For a long time past the Trust Engineer has, in consultation with the Municipal Engineer, been revising the Trust's Building Bye-laws. The draft of the revised Bye-laws was referred by the Board under Trustees' Resolution No. 67 of 31st March 1914 to a Special Committee for report in consultation with Mr. W. A. Chambers, who was good enough to express his views before the Committee. The Committee held four meetings during the year and considered those Bye-laws in which Mr. Chambers had suggested amendments. The final draft is now under the consideration of the Committee who will shortly submit their report to the Board.

Reclamation on Nepean Sea Road and leasing of the Race Course to the W. I. T. Club.—Reference was made in the last year's Report to the proposed reclamation on the Nepean Sea Road and also to the proposed leasing of the Race Course to the Western India Turf Club for a period of 30 years. As regards the latter the sanction of Government to the proposed lease was received during the course of the year, and a Draft Lease has been prepared and forwarded to the Turf Club for approval; as regards the former, Tender, Agreement and Lease Forms were drawn up by the Board's Solicitors and these are under consideration. Owing to the War it is unlikely, however, that the reclamation will be immediately proceeded with.

J. P. ORR, *Chairman,*

31*st August* 1915. *City of Bombay Improvement Trust.*

APPENDIX A.

Capital Account.

Figures in Lakhs.

	1909-10.		1910-11.		1911-12.		1912-13.		1913-14.		1914-15.	
	In year.	To the end of year.	In year.	To the end of year.	In year.	To the end of year.	In year.	To the end of year.	In year.	To the end of year.	In year.	To the end of year.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Receipts.												
Loan	85·0	400·0	50·0	450·0	...	450·0	25·0	475·0	18·0	493·0	19·2	512·2
Discount—or premium +	—3·6	—6·3	—0·5	—6·8	...	—6·8	+0·4	—6·4	+0·2	—6·2	—0·6	—6·8
Sale proceeds	1·5	10·3	4·3	14·6	1·4	16·0	5·4	21·4	9·6	31·0	10·3	41·3
Appropriation from General Account	0·5	18·2	1·6	19·8	2·9	22·7	5·0	27·7	7·4	35·1	7·5	42·6
Special contribution from Government	...	...	...	...	50·0	50·0	...	50·0	4·0	54·0	...	54·0
Total ...	83·4	422·2	55·4	477·6	54·3	531·9	35·8	567·7	39·2	606·9	36·4	643·3
Expenditure.												
I.—On Government and Municipal Property.												
Schedule "C"	0·1	5·0	0·1	5·1	0·2	5·3	0·2	5·5	0·2	5·7	0·2	5·9
" "D"	*N.*	7·7	0·1	7·8	0·2	8·0	0·5	8·5	—0·3	8·2	*N.*	8·2
" "E"	*N.*	4·3	0·2	4·5	0·1	4·6	*N.*	4·6	*N.*	4·6	...	4·6
Police Accommodation Schemes	0·9	8·1	2·2	10·3	...	10·3	...	10·3	...	10·3	...	10·3
Total ...	1·0	25·1	2·6	27·7	0·5	28·2	0·7	28·9	—0·1	28·8	0·2	29·0
II.—On the Trust's own acquired lands.												
Cost of Management ...	2·0	13·9	1·9	15·8	1·2	17·0	1·7	18·7	1·9	20·6	1·8	22·4
Cost of Establishment ...	2·4	16·8	2·6	19·4	2·6	22·0	2·5	24·5	2·4	26·9	1·8	28·7
Acquisition of Land ...	39·7	274·6	42·9	317·5	32·2	349·7	14·5	364·2	57·9	422·1	29·6	451·7
Chawls	3·2	21·2	4·8	26·0	1·3	27·3	0·1	27·4	1·4	28·8	1·0	29·8
Roads	1·1	10·2	0·3	10·5	0·9	11·4	1·2	12·6	0·8	13·4	3·4	16·8
Other works	0·1	2·3	0·7	3·0	0·8	3·8	1·6	5·4	2·7	8·1	0·1	8·2
Total ...	48·5	339·0	53·2	392·2	39·0	431·2	21·6	452·8	67·1	519·9	37·7	557·6
III.—Miscellaneous.												
Office buildings	*N.*	3·1	*N.*	3·1	*N.*	3·1	*N.*	3·1	...	3·1	*N.*	3·1
Other items	0·3	2·9	*N.*	2·9	0·2	3·1	...	3·1	0·1	3·2	0·8	4·0
Total ...	0·3	6·0	*N.*	6·0	0·2	6·2	...	6·2	0·1	6·3	0·8	7·1
IV.—Disposal of Profits under Section 79 (3).	17·76	17·76	0·53	18·29	1·6	19·9	...	19·9	...	19·9	...	19·9
Total ...	17·76	17·76	0·53	18·29	1·6	19·9	...	19·9	...	19·9	...	19·9
Grand Total ...	67·6	387·9	56·3	444·2	41·3	485·5	22·3	507·8	67·1	574·9	38·7	613·6
Balance ...	15·8	34·3	—0·9	33·4	13·0	46·4	13·5	59·9	—27·9	32·0	—2·	29·7

N= negligible.

Bombay, 1*st July* 1915.

J. P. ORR, *Chairman*,
City of Bombay Improvement Trust.

APPENDIX B-1.

ANALYSIS OF GENERAL ACCOUNT.

YEAR.	RECEIPTS. Rents. Lakhs.	Municipal contribution. Lakhs.	Interest on investment. Lakhs.	Miscellaneous. Lakhs.	Total. Lakhs.	EXPENDITURE. Maintenance. Lakhs.	Municipal rates and taxes. Lakhs.	Interest and sinking fund. Lakhs.	Miscellaneous. Lakhs.	Total. Lakhs.	Balance appropriated to capital. Lakhs.
1	2	3	4	5	6	7	8	9	10	11	12
1898-99	1·9	...	...	...	1·9	0·1	...	...	...	0·1	1·8
1899-1900 ...	0·7	...	0·8	...	1·5	0·2	0·2	...	...	0·4	1·1
1900-01	0·9	4·75	1·65	...	7·3	0·3	0·2	2·2	...	2·7	4·6
1901-02	1·2	4·8	1·47	0·03	7·5	0·4	0·2	2·5	...	3·1	4·4
1902-03	1·4	5·0	3·5	...	9·9	0·4	0·2	4·1	...	4·7	5·2
1903-04	2·6	3·5	2·3	...	8·4	0·4	0·4	5·7	0·1	6·6	1·8
1904-05	5·8	2·0	2·7	...	10·5	0·7	0·9	8·1	0·1	9·8	0·7
1905-06	9·7	2·5	1·9	...	14·1	1·43	1·3	10·05	0·1	12·9	1·2
											——20·8
1906-07	8·5	3·0	2·1	0·1	13·7	1·9	1·1	11·2	0·1	14·3	—0·6
1907-08	8 1	3·6	2·4	0·1	14·2	2·2	1·0	12·1	0·1	15·4	—1·2
1908-09	9·4	4·5	1·2	0·1	15·2	2·5	—0·8	13·0	0·1	16·4	—1·2
											——3·0
											17·8
1909-10	11·4	7·8	1·5	0·2	20·9	*3·3	1·0	16·0	0·1	20·4	0·5
1910-11	14·4	8·9	1·5	0·1	24·9	*3·1	1·0	19·1	0·1	23·3	1·6
1911-12	16·6	8·6	2·2	0·1	27·5	*3·0	1·3	20·2	0·1	24·6	2·9
1912-13	18·0	9·2	2·0	...	29·2	*2·7	1·0	20·5	0·1	24·3	4·9
1913-14	20·9	9·3	2·5	...	32·7	*2·4	1·2	21·4	0·3	25·3	7·4
1914-15	23 0	9·8	1·5	0·1	34·4	2·7	1·5	22·4	0·3	26·9	7·5
Total to end of 1914-15 ...	154·5	87·3	31·2	0·8	273·8	27·7	13·3	188·6	1·6	231·2	42·6

Rent received in 1898-99 was mainly rent under Schedule F.

* Includes interest paid to Government and the Municipality under section 68 (1) of the Act.

Year.	Government.	Municipality.	Total.
1909-10 ...	65,350	41,241	1,06,591
1910-11 ...	46,440	37,841	84,281
1911-12 ...	61,858	37,276	99,134
1912-13 ...	68,194	37,431	1,05,625
1913-14 ...	54,644	27,668	82,312
	2,96,486	1,81,457	4,77,943

Out of 154·5 rents no less than 82·8 or 53·6 per cent. was from temporary occupations.

Of the 42·6 surplus 18·9 was paid to the Municipality and 1 to Government and the balance of the years 1911-12, 1912-13, 1913-14 and 1914-15, *viz.*, 2·9, 4·9, 7·4 and 7·5 respectively, are not now payable to the Municipality owing to the amendment of the Act.

Of the 87·3 Municipal contribution, 18·9 was refunded, so that the nett Municipal contribution, after deducting taxes, is Rs. 55·1 lakhs in the 17 years.

Government contribution (profits from Schedule C Land) after deduction of the 1 lakh refunded to them as their share of profits, is 23·3 lakhs in the 17 years.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1*st July* 1915.

APPENDIX B-2.

Showing from Appendix B-1 how the burden of interest and sinking fund charges on Trust's borrowings has been shared by Government, the Municipality and the Trust up to the end of 1914-15.

(*For explanation of the method followed*, vide *Annual Report for* 1908-09, *pp.* 25 *to* 29.)

Figures in lakhs.

Sources of Revenue.	Rents.	Maintenance.	Taxes.	Profit from land, Columns 2-3-4.	Profit from cash transactions.	Total interest and sinking fund charges.	Net profit in General Account distributed between Government, Municipality and Trust.	Distribution of interest and sinking fund charges.			Percentage of interest and sinking fund charges.
								Profit from land.	Cash profit.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
Government	33·4	8·2	0·92	24·3	.....	188·6	1·0	23·3	.....	23·3	12·4
Municipality	3·6	3·1	0·44	0·1	87·3		18·9	0·1	68·4	68·5	36·3
Trust	117·5	16·4	12·0	89·1	30·4		*22·7	89·1	7·7	96·8	51·3
Total ...	154·5	27·7	13·3	113·5	117·7	188·6	42·6	112·5	76·1	188·6	100·0
If the Municipality had levied no taxes from the Trust, the figures would have been as follows :—											
Government	33·4	8·2	.....	25·2	.....	188·6	1·0	24·2	.....	24·2	12·8
Municipality	3·6	3·1	.....	0·5	87·3		32·2	0·5	55·1	55·6	29·5
Trust	117·5	16·4	.....	101·1	30·4		22·7	101·1	7·7	108·8	57·7
Total ...	154·5	27·7	.....	126·8	117·7	188·6	55·9	125·8	62·8	188·6	100·0

Note.—The Special grants of 50 lakhs and 4 lakhs paid by Government on 1st April 1911 and 6th May 1913 respectively have been placed to the credit of the Capital Account and do not therefore find a place in this statement.

* The profits of the years 1911-12, 1912-13, 1913-14 and 1914-15, *viz.*, 2·9 + 4·9 + 7·4 + 7·5 = 22·7 have been retained by the Trust in compliance with the amended Act.

J. P. ORR, *Chairman,*

BOMBAY, 1*st July* 1915. *City of Bombay Improvement Trust.*

APPENDIX B-3.

Comparison of amounts contributed towards Trust's interest and sinking fund charges up to end of 1914-15 by Government and Municipality with capital borrowed by Trust up to end of 1914-15 for expenditure on Government and Municipal lands vested in the Trust.

000 omitted.

ITEM.	Capital Borrowed.			Government and Municipality's contribution to interest and sinking fund charges to end of 1914-15 as per Appendix B-2, Col. 11.
	For works.	For paying off General Account deficits.	Total.	
1	2	3	4	5
	Rs.	Rs.	Rs.	Rs.
Government lands. Schedule C Lands ...	5,67	...	5,67	.....
Government lands. „ E „ ...	4,69	75	5,44	.....
Government lands. Police Accommodation Schemes	11,02	1,32	12,34	.....
Total ...	21,38	2,07	23,45	23,30
Municipal lands—Schedule D ...	8,38	6,23	14,61	68,50
Grand Total ...	29,76	8,30	38,06	91,80

J. P. ORR, *Chairman*,
City of Bombay Improvement Trust.

BOMBAY, 1*st July* 1915.

(*Referred to in para.* 19 *of Report.*)

Comparing the Municipal Contributions to the Trust with 2 *per cent. on City Assessments.*

000 omitted.

YEAR.	Rateable Value chargeable with 2% under Section 72.	2% thereon.	Rateable Value chargeable with General Tax.	Percentage Rate of General Tax.	General Tax realizable for each year.	General Tax receipts in each year.	Payment to Trust under Section 73.	Balance of General Tax after such payment.	REMARKS.
1	2	3	4	5	6	7	8	9	10
	Rs.		Rs.		Rs.	Rs.			
1895-96 ...	2,32,73	4,65·46	2,32,62	8½	19,05	18,77	...	...	In 15 years ending 1914-15 Rateable Value increased from 252 to 515 lakhs, *i.e.*, by 263 lakhs or 104 per cent. at average rate of 17·53 lakhs per annum.
1896-97 ...	2,38,55	4,77·10	2,38,39	8½	19,52	18,55	...	...	
1897-98 ...	2,43,11	4,86·21	2,42,90	8½	19,84	20,56	...	...	In 5 years ending 1914-15 Rateable Value increased from 424 to 515 lakhs, *i.e.*, by 91 lakhs or nearly 21·46 per cent. at average rate of 18·20 lakhs per annum.
1898-99 ...	2,46,33	4,92·66	2,46,05	9½	22,37	22,24	...	...	
1899-1900...	2,52,22	5,04·44	2,51,93	12½	30,21	29,95	...	...	The full 2 per cent. (Section 72) would have given Trust 113 lakhs. The Trust actually got 68 lakhs at an average of Rs. 4,53,000 per annum, whereas the full 2 per cent. would have yielded an average of Rs. 7,53,000 per annum.
Total ...	12,12,94	24,25·87	12,11,89	...	1,10,99	1,10,07	...	...	
1900-01 ...	2,59,32	5,18·64	2,59,00	12½	30,98	30,16	4,75	25,41	Municipality's actual receipts for General Tax in 1900-15 fell short of full tax realizable by 1·33 lakhs or 0·09 lakhs per annum.
1901-02 ...	2,62,73	5,25·46	2,63,58	10½	26,42	27,00	4,81	22,19	
1902-03 ...	2,69,74	5,39·48	2,70,60	10½	27,11	27,11	5,00	22,11	Out of these receipts the Trust got 68 lakhs while the Municipality got 485 lakhs. This 485 lakhs gave the Municipality in 1900-15 an average income of 32·33 lakhs per annum which is 10·32 lakhs more than the average of the preceding 5 years.
1903-04 ...	2,92,84	5,85·68	2,93,62	10½	29,81	29,03	3,50	25,53	
1904-05 ...	2,99,83	5,99·66	3,00,83	10½	30,50	31,78	2,00	29,78	
1905-06 ...	3,25,12	6,50·24	3,26,12	9	28,56	28,74	2,50	26,24	
1906-07 ...	3,53,23	7,06·46	3,54,23	9	31,10	30,87	3,00	27,87	For the 5 years 1900-05 the average rate of General Tax was 11; for the 5 years 1905-10 it was 9; for the last 5 years it is 10⅓.
1907-08 ...	3,78,76	7,57·52	3,79,76	8⅜	31,27	31,14	3,56	27,58	
1908-09 ...	4,01,43	8,02·86	4,02,33	8⅜	33,26	32,95	4,50	28,45	When 2 per cent. was fixed for Municipal Contribution to Trust it was thought that Municipality would be giving up 16 to 20 per cent. of its General Tax receipts every year. The full 2 per cent. was just over 20 per cent. of the actual receipts in 1900-15. But the Municipality gave up to the Trust only 12·3 per cent. of actual receipts.
1909-10 ...	4,24,39	8,48·78	4,25,20	9⅛	39,88	39,69	7,80	31,89	
1910-11 ...	4,47,36	8,94·72	4,47,99	10⅝	46,94	45,77	8,35	37,42	
1911-12 ...	4,61,17	9,22·34	4,61,65	10⅝	48,43	49,76	8,65	41,11	
1912-13 ...	4,74,74	9,49·48	4,75,16	10⅝	49,80	49,52	9,25	40,27	
1913-14 ...	4,99,03	9,98·06	4,99,36	10	49,23	48,85	9,32	39,53	
1914-15 ...	5,14,66	10,29·33	5,14,60	9⅞	50,82	50,41	9,77	40,64	
Total ...	56,64,35	1,13,28·71	56,74,03	...	5,54,11	5,52,78	86,76	4,66,02	
	Adjustment for refund under Section 79 for 1908-09.					16,76			
	,, ,, ,,				1909-10.	53			
	,, ,, ,,				1910-11.	1,60	— 18,89	+ 18,89	
	As the Trust Act is now amended the Trust has retained profits of 1911-12, 1912-13, 1913-14 and 1914-15, *viz.*, Rs. 2·9 lakhs, 4·9 lakhs, 7·4 lakhs and 7·5 lakhs respectively.					.....	67,87	4,84,91	Or an average of 3,233 per annum as Municipality's share against Trust's share averaging 453 per annum.

Note.—The figures in col. 2 show the amount payable to the Trust before the section was amended in January 1913. Since the amendment the Trust receives $\frac{2y}{x}$, where x represents the rate of the General Tax fixed for the previous year and y the General Tax realized by the Municipality in that year including advances and arrears for 1912-13 and subsequent years.

BOMBAY, 1*st July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX C.

(Referred to in para. 15 of Report.)

Analysis of Trust's loan transactions to end of 1914-15.

Loan of	Date of Issue.	Description of loans (all for 60 years at 4 per cent.)	Average rate of issue.	Face Value of Debentures.	Premium + or discount —	Nett receipts.	Half-yearly interest payable.	Sinking Fund..					
								Basis.	Amounts payable ½ yearly.	Total amount paid to date.	Interest accrued to date.	Total S. Fund including interest.	Nominal value of investment up to date in 4 per cent. stock.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs. a. p.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs
1899	1st November 1899...	Improvement Trust coupon debentures	96 0 0	50,00,000	— 2,00,000	48,00,000	1,00,000	4%	10,564	3,11,736	1,14,753	4,26,489	4,30,500
1901	6th September 1901...	Improvement Trust debentures.	95 4 0	30,00,000	— 1,42,394	28,57,606	60,000	,,	6,280	1,63,280	48,879	2,12,159	2,13,500
1902	15th July 1902 ...	Do. ...	98 2 0·6	30,00,000	— 56,150	29,43,850	60,000	,,	6,280	1,50,720	40,158	1,90,878	1,91,500
1903	20th August 1903 ...	Do. ...	100 4 0	60,00,000	+ 14,992	60,14,992	1,20,000	,,	12,560	2,76,320	65,572	3,41,892	3,41,500
1904	7th September 1904...	Do. ...	102 5 9·438	50,00,000	+ 1,18,083	51,18,083	1,00,000	,,	10,493	2,08,595	43,834	2,52,429	2,52,000
1905	12th ,, 1905...	Do. ...	103 10 2·75	30,00,000	+ 1,09,179	31,09,179	60,000	,,	6,280	1,13,040	21,210	1,34,250	1,34,500
1906	2nd October 1906 ...	Do. ...	100 15 9	20,00,000	+ 19,688	20,19,688	40,000	3%	6,148	98,258	16,070	1,14,328	1,15,000
1907	24th September 1907..	Do. ...	98 4 1·671	15,00,000	— 26,119	14,73,881	30,000	,,	4,610	61,535	9,017	73,552	74,000
1908	8th ,, 1908..	Do. ...	96 4 6·914	30,00,000	— 1,11,420	28,88,580	60,000	,,	9,219	1,10,632	12,772	1,23,404	1,23,500
1909	1st July 1909 ...	Improvement Trust coupon debentures.	£95 15 0	£ 5,66,600 or Rs.84,99,000	— £24,080½ or —Rs.3,61,208	£5,42,519½ or Rs. 81,37,792	£11,332 or Rs. 1,69,980	,,	25,654	2,82,197	29,124	3,11,321	3,10,500
1910	1st ,, 1910 ...	Do. ...	£99 0 0	£ 3,33,000 or Rs.49,95,000	— £ 3,330 or —Rs. 49,950	£ 3,29,670 or Rs.49,45,050	£6,660 or Rs. 99,900	,,	15,078	1,35,698	10,870	1,46,568	1,46,000
1912	28th August 1912 ...	Improvement Trust debentures.	101 12 8	,, 25,00,000	+ ,, 44,789	,, 25,44,789	,, 50,000	,,	7,633	30,731	899	31,630	32,000
1913	26th ,, 1913 ...	Do. ...	100 15 7·26	,, 18,00,000	+ ,, 17,556	,, 18,17,556	,, 36,000	,,	5,532	11,063	106	11,169	11,500
1914	4th ,, 1914 ...	Do. ...	97 0 8·1	,, 50,00,000	— ,,1,47,891	,, 48,52,109	,,1,00,000	,,	15,365	... ..	.....	.....	.....
			98 9 3	5,42,94,000	— 7,70,845	5,35,23,155	10,85,880	...	1,41,746	19,56,805	4,13,264	23,70,069	23,76,000

BOMBAY, 1st *July* 1915.

J. P. ORR, *Chairman*,
City of Bombay Improvement Trust.

Trust's estates on Government land (Schedule C and Schedule E) as at close of 1914-15.

Serial No.	Name of Plot.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	Developed Land.										Undeveloped Portion.		Remarks.
				Leased plots.				Unleased plots.				Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.			
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees			Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Schedule C Lands.															
1	Flats	1,412·2	207·68	...	...	...	...	...	...	...	...	...	...	1,412·2	207·68	1,814·5 square yards acquired for B. B. & C. I. Railway. An area of 383,912 square yards on the Flats is being developed into a public park. An area of 728,192 square yards is leased to the W. I. T. Club for a Race-course.
2	Kennedy Sea Face ...	4	...	1	4·0	0·2	0·01	...	...	...	...	...	...	...	...	Swimming Bath.
3	Cooperage	59	586	...	...	...	...	...	...	...	...	59	...	...	...	Appropriated as permanent open space under Section 60 (4).
4	Marine Lines ...	88	1,206	...	...	...	...	...	...	...	...	88	...	...	...	Do. do.
		34·2		20	32·6	630·0	25·1	...	...	...	...	...	...	...	...	1,600 square yards road handed over to Municipality.
5	Wellington Lines ...	44	271	16	32·0	856·0	29·6	...	...	...	...	12	...	...	...	Central Garden.
6	Wodehouse Road ...	41	370	18	40·0	823·0	32·9	...	...	...	...	...	1	...	...	
7	Plot south of Old Town Barracks.	2	65	...	...	...	...	...	...	...	...	...	...	2	65	
8	Hornby Road... ...	57·1	1,272	38	45·1	1,783·5	60·5	...	...	...	...	...	...	...	...	12,000 square yards road handed over to Municipality.
9	Plot south of Crawford Market (Hornby Road)	7·5	166	1	7·5	322·0	12·9	...	...	...	...	...	...	...	...	
	Total carried over ...	1,749	4,143·68	94	161·2	4,414·7	161·01	...	...	...	...	159	1	1,414·2	272·68	

APPENDIX D-1.—*concld.*

Trust's estates on Government land (Schedule C and Schedule E) as at close of 1914-15.

Serial No.	Name of Plot.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	Developed Land.										Undeveloped Portion.		Remarks.
				Leased plots.				Unleased plots.				Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
	Brought forward ...	1,749	4,143·68	94	161·2	4,414·7	161·01	...	...	...	...	159	1	1,414·2	272·68	
10	Plot north of Municipal Offices (Hornby Road).	7·0	198	1	7·0	222·0	4·8	...	...	...	...	...	...	...	...	
11	West Chaupati Estate, including the Hill slope.	53·0*	580	...	...	...	...	...	...	...	...	53	...	...	...	*On actual measurements. Chaupati Estate is found to be 5,453 square yards less than shown in Schedule C.
		76·7		15	22·2	600·3	24·02	19	37·3	457·3	20·58	...	...	...	...	17,203 square yards road handed over to Municipality.
	Old Distillery Plot ...	7·0	71	1	1·2	12·0	0·5	4	4·8	106·66	4·8	...	1	...	...	
12	Parel Estate	140·2	420·6	...	...	...	...	...	...	...	...	...	...	140·2	420·6	140,255 square yards resumed by Government for Rs. 7,01,275 in 1913-14.
	Total	2,032·9	5,413·28	111	191·6	5,249·0	190·33	23	42·1	563·96	25·38	212	2	1,554·4	693·28	
	Site of Admiral's Bungalow (Marine Lines).	8·3	103	1	8·3	258	10·3	...	...	...	...	...	...	...	...	
	East Chaupati Estate.	4·7	32·9	3	1·4	68·2	2·73	2	3·3	40·22	1·81	...	...	...	...	
	Total ...	13·0	135·9	4	9·7	326·2	13·03	2	3·3	40·22	1·81	...	...	...	...	
	Schedule E Lands.															
	Colaba Reclamation ...	68	...	31	48·0	2,203·0	99·1	4	6·0	151·0	6·8	14*	...	...	...	* Revetment. Road (26,406 square yards) handed over to Municipality, not shown here.
	Grand Total...	2,113·9	5,549·18	146	249·3	7,778·2	302·46	29	51·4	755·18	33·99	226	2	1,554·4	693·28	

Bombay, 1st *July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX D-2.

Trust's estates on Municipal land (Schedule D) as at close of 1914-15.

Serial No.	NAME OF ESTATE.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	DEVELOPED LANDS.											UNDEVELOPED LANDS.		REMARKS.
				Leased plots.				Unleased plots.									
				No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees	Rental in thousands of Rupees.	Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Service passages in thousands of sq. yds.	Area in thousands of sq. yds.	Schedule value in thousands of Rupees.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	Connaught Road Estate.	29·7	170·0	16	12·2	102·2	4·1	...	...	...	...	...	...	1·5	* 16	78·8	*Being the area of 13 plots occupied by the Municipality for Maratha Hospital. 2,700 square yards road handed over to Municipality.
2	West and Central Agripada Estate (including Schemes 9 & 13).	360·1	1,123·5	91 C 6	102·62 29·3	849·3 219 6	33·97 8·8	68	94·62	644·8	29·8	29·7	28·39	9·9	...	...	57,527 square yards road handed over to Municipality. 2,688 do. reserved for road. 3,193·5 do. sold. 2,216 do. resumed.
3	Matunga Lands ...	291·0	347·0	...	...	...	...	...	...	...	...	...	...	...	291	347·0	Portion of 3 plots measuring 576 square yards are deducted from the originally reported area, the schedule value of the same is Rs. 490.
	Total ...	680·8	1,640·5	107 C 6	114·82 29·3	951·5 219·6	38·07 8·8	68	94·62	644·8	29·8	29·7	28·39	11·4	307	425·8	

C=Trust's chawls together with Trust's store-yard covering 2,500 square yards valued at Rs. 19,500 equivalent to an annual rent of Rs. 781.

BOMBAY, 1st *July* 1915.

J. P. ORR, *Chairman*,
City of Bombay Improvement Trust.

APPENDIX

Trust's permanent estates on their

Serial number of Schemes.	Name of Scheme.	Land acquired up to 31st March 1915 as per Appendix F.		Developed land.							
				Leased plots.				Unleased plots.			
		Area in thousands of sq. yds.	Awards in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.	No.	Area in thousands of sq. yds.	Capital value in thousands of Rupees.	Rental in thousands of Rupees.
1	2	3	4	5	6	7	8	9	10	11	12
1	First Nagpada ...	72·8	1,533·9	58	42·17	856·5	34·26	1	0·69	10·22	0·46
				C 2	4·3	30·0	1·2				
2	Princess Street ...	118·5	6,727·6	100	51·05	8,661·0	346·44	13	9·56	1,197·80	53·90
				C 2	9·7	162·5	6·5				
3	Sandhurst Road ...	248·2	8,245·1	103	76·1	4,609·5	184·38	67	55·07	1,650·22	74·26
				C 2	14·4	217·5	8·7				
4	Gamdevi	181·7	1,216·0	54	54·57	1,159·2	46·37	50	50·74	1,063·11	47·84
5	Dadar-Matunga ...	1,361·8	2,173·1	2	22·47	185·6	6·38	17	4·39	26·35	1·18
6	Sion-Matunga ...	1,549·8	1,753·3	...	...	...	...	...	...	...	...
8	Mandvi-Koliwada ...	29·4	1,980·1	25	11·34	1,196·8	47·87	8	4·44	406·6	18·3
				C 1	4·0	345·0	13·8				
27	Mathew Road ...	48·3	1,089·2	18	31·33	1,070·0	42·80	2	1·0	22·22	1·0
29	Nowroji Hill	171·6	6,352·4	...	...	...	...	...	...	...	...
30	Souter Street Extension Westwards.	16·9	69·5	...	...	...	...	...	...	...	...
31	Parel	442·5	3,956·1	...	...	...	...	...	...	...	...
				C 1	8·0	50·0	2·0				
32	East Agripada ...	191·3	2,044·9	2	12·13	158·8	6·35	1	6·17	85·68	3·86
		55·4									
33	Bhatwadi	8·5	278·9	6	4·4	87·7	3·51	1	0·8	10·0	0·45
36	Chunam Kiln Road ...	7·5	222·1	1	0·3	15·3	0·6	...	...	...	...
37	Sydenham Road ...	43·4	6,317·1	...	...	...	...	...	...	...	...
41	Undria Street ...	4·5	372·6	...	...	...	...	...	...	...	...
	Police Accommodation Schemes.										
14	Nagpada	...*	...*	1	4·0	72·4	3·2	...	...	...	...
16	Wodehouse Road ...	6·6	76·3	1	6·6	76·9	3·4	...	...	...	...
17	Duncan Road	0·3	39·0	1	0·3	38·4	1·7	...	...	...	...
18	Sheppard Road ...	1·2	15·9	1	1·2	15·8	0·7	...	...	...	...
19	Agripada	4·8	44·9	2	4·8	47·5	2·1	...	...	...	...
23	Connaught Road ...	1·7	13·4	2	1·7	13·6	0·6	...	...	...	...
26	Princess Street ...	...†	...†	2	1·5	153·8	6·8	...	...	...	...
	Total ...	4,566·7	44,521·4	379	325·96	18,418·8	737·46	160	132·86	4,472·2	201·25
				C 8	40·4	805·0	32·2				

C=Board's

BOMBAY, 1st *July* 1915.

D-3.

own land as at close of 1914-15.

Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Service passages in thousands of sq. yds.	Undeveloped land. Area acquired in thousands of sq. yds.	Undeveloped land. Proportionate cost of acquisition in thousands of Rupees.	Total of columns 6, 10, 13, 14, 15 & 16.	Explanation of difference between columns 3 & 18. (Areas and values are shown in thousands.) A—Road handed over to Municipality. B—P. A. site transferred to Government. C—Land sold or exchanged.			
13	14	15	16	17	18	A	B	C	19
2·8	...	4·24	...	...	54·20	14·6	4·0	...	
...	1·89	4·7	...	...	76·90	43·0	1·5	...	3·0 sq. yds. acquired under Section 41.
2·3	22·41	3·6	13·19	438·17	187·07	61·46	...	0·27	0·6 sq. yd. transferred from Scheme 33.
13·2	21·04	6·0	...	...	145·55	33·29	...	1·86 1·0	
...	6·42	...	1,222·79	1,956·46	1,256·07	...	...	78·7 27·03	
...	2·14	...	1,541·46	1,744·50	1,543·60	...	...	5·4 0·8	
...	4·6	1·23	...	...	25·61	9·15	...	1·05	5·8 acquired under Section 41. 0·6 explained in Engineer's R. O. 3456, dated 15th May 1912.
...	3·84	1·5	...	...	37·67	12·76	...	0·98	3·1 sq. yds. acquired under Section 41.
...	20·71	...	150·69	5,582·93	171·6	...	...	...	
...	...	...	...	...	...	...	...	12·8	4·1 sq. yds. reserved for road.
...	22·13	...	356·27	3,185·05	386·4	...	...	56·1	
...	5·39	...	223·0	2,068·7	246·69	...	...	...	
...	1·02	0·3	...	...	6·52	1·4	...	...	0·6 sq. yd. transferred to Scheme 3.
...	2·72	...	...	...	3·02	8·2	...	...	3·4 sq. yds. acquired under Section 41.
...	...	...	43·4	6,317·1	43·4	...	...	...	
...	...	...	4·5	372·6	4·5	...	...	...	
...	...	...	...	...	4·0	...	...	...	*Included in Scheme 1.
...	...	...	...	...	6·6	...	...	...	
...	...	...	...	...	0·3	...	...	...	
...	...	...	...	...	1·2	...	...	...	
...	...	...	...	...	4·8	...	...	...	
...	...	...	...	...	1·7	...	...	...	
...	...	...	...	...	1·5	...	...	...	†Included in Scheme 2.
18·3	114·31	21·57	3,555·50	21,665·51	4,208·9	183·86	5·5	185·99	

chawl site.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX D-4.

Summary.

NAME.	LAND.		DEVELOPED LAND.												UNDEVELOPED LAND.	
			LEASED PLOTS.				UNLEASED PLOTS.									
	Area in thousands of sq. yds.	Cost of acquisition in thousands of Rupees.	Number.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.	Number.	Area in thousands of sq. yds.	Capitalized value in thousands of Rupees.	Rental in thousands of Rupees.	Open spaces in thousands of sq. yds.	Roads in thousands of sq. yds.	Service passages in thousands of sq. yds.	Total area of developed land in thousands of sq. yds. (columns 5, 9, 12, 13, & 14).	Area in thousands of sq. yds.	Cost of acquisition in thousands of Rupees.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1. Trust's estates on Government land (Schedules C and E).	2,113·9	5,549·18	146	249·3	7,778·2	302·46	29	51·4	755·18	33·99	226	2	...	528·7	1,554·4	693·28
2. Trust's estates on Municipal land (Schedule D).	680·8	1,640·5	107 **C. 6**	114·82 **29·3**	951·5 **219·6**	38·07 **8·8**	68	94·62	644·8	29·8	29·7	28·39	11·4	308·23	307	425·8
3. Trust's estates on their own land.	4,566·7	44,521·4	379 **C. 8**	325·96 **49·4**	18,418·8 **805·0**	737·46 **32·2**	160	132·86	4,472·2	201·25	18·3	114·31	21·57	653·4	3,555·5	21,665·51
Total ...	7,361·4	51,711·08	632 **C. 14**	690·08 **69·7**	27,148·5 **1,024·6**	1,077·99 **41·0**	257	278·88	5,872·18	265·04	274·0	144·7	32·97	1,490·33	5,416·9	22,784·59

BOMBAY, 1st *July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX D-5.

(Referred to in para. 9 of Report.)

Note on Government lands vested in the Trust.

1. The Government lands originally vested in the Trust were of two classes, *viz.*—

(*i*) land which the Trust were free to develop into building estates forthwith; and

(*ii*) land which the Trust could develop into building estates either not at all (*e.g.*, the Flats), or only with the previous sanction of Government.

2. Lands of the former class were valued in Schedule C, and the aggregate value formed the Board's capital debt to Government, while on the other lands no value was set in the Schedule, and so for the time being the Trust incurred no debt in respect of them.

3. It was, however, provided that when any of these latter lands were actually appropriated for building purposes, their value should be added to the capital debt on which 3 per cent. interest was payable by the Trust under section 68, while the value of any that might be definitely appropriated as permanent open spaces should, on such appropriation, be added to the capital debt, but should be exempted from interest. The value of these open spaces was to be gradually paid to Government out of the Trust's profits under section 79 (3) (*b*) (*ii*).

4. There were, therefore, three classes of Government lands vested in the Trust under Schedule C, *viz.*—

Class A.—Those in respect of which the Trust had a capital debt subject to interest.

Class B.—Those in respect of which the Trust had a capital debt exempt from interest.

Class C.—Those in respect of which the Trust had no capital debt.

5. The gradual changes in these classes from year to year are traced out in the Statement at pages 32-37 of the Report for the year 1908-09, which had, however, to be amended from 1907-08 onwards, owing to deductions from capital debt made in 1909-10 and 1910-11, in respect of roads on the Hornby Road, Marine Lines, Wodehouse Road and Chaupati Estates, taking effect as from 1st April 1908. The effect of these amendments was shown in the statements appended to the Report for 1910-11, which also gave figures for that year. Subsequent changes during the year 1911-12, 1912-13 and 1913-14 were shown in the statements appended to the reports for those years. The only change in 1914-15 was the acquisition by Government for the B B. & C. I. Railway of 1,814 square yards on the Flats at Mahaluxmi.

Important changes have however been effected by Bombay Act I of 1913 in respect of Scheduled lands. The Trust's debt and consequently the 3 per cent. interest thereon have been abolished; plots (*e*) to (*m*) of the Flats (194,262 square yards valued at Rs. 2,07,805) have been made the absolute property of the Board, so that they are no longer debarred from developing them as building estates; and the remainder of the Flats has been definitely appropriated for open recreation grounds.

6. The nett result of all these changes since 1898 is that—

(1) the area which the Trust has always been (nominally)* free to develop into building estates (Class A) has been reduced from 7·9 lakhs square yards, valued in Schedule C at Rs. 72·6 lakhs, to 3·9 lakhs square yards, valued in Schedule C at Rs. 34·5 lakhs;

*But see note in col. 17 of Appendix D (1) as to practical restrictions on development.

(2) out of the remainder (22·6 lakhs square yards) of the original Schedule C Estate, the Board now hold 1·9 lakhs square yards, valued at Rs. 2·1 lakhs as a building estate on the Flats, 13·7 lakhs square yards as areas permanently appropriated as open spaces for recreation on the Cooperage Plot, Marine Lines Maidan and the Flats, and 0·5 lakh square yards as open space on the hill side above Chaupati.

J. P. ORR, *Chairman*,
City of Bombay Improvement Trust.

BOMBAY, 1*st July* 1915.

STATEMENT **A**.

Showing the balance on hand (Plot by Plot) of Schedule **C**, *areas and values as on 31st March* 1915.
(*Referred to in para.* 9 *of Report.*)

Item No.	Name of Estate.	As per Schedule C.		As on 31st March 1915.		Remarks.
		Area.	Value.	Area.	Value.	
1	2	3	4	5	6	7
		Sq. yds.	Rs.	Sq. yds.	Rs.	
1	Flats (as per deposited plan)	17,01,251	...	14,12,038	...	Under Bombay Act I of 1913 plots (*e*) to (*m*) (area=194,262 square yards, valued at Rs. 2,07,805), have become Trust's absolute property and the remainder has been permanently appropriated as open spaces.
2	Kennedy Sea Face—					
	Building land	...	...	4,444	250	
	Land not appropriated for building	4,19,033	...	...	...	Resumed under Government Resolution, General Department, No. 4157 of 8th July 1911. Handed over on 30th September 1911.
3	Cooperage	66,178	...	58,558	5,85,580	Appropriated as permanent open space on 28th November 1899, *vide* Government Resolution, General Department, No. 5442 of 28th November 1899.
4	The Secretariat Plot	17,700	...	...	...	Resumed by Government on 5th October 1910.
5	Marine Lines—					
	Open space	1,22,163	12,21,630	87,751	8,77,510	Appropriated as permanent open space on 8th October 1901, *vide* Government Resolution, General Department, No. 5762, dated 8th October 1901.
	Building Estate	...	...	31,270	3,12,700	
6	Wellington Lines	42,394	4,23,940	34,332	2,71,019	Out of 1,930 square yards from Cooperage transferred to this Estate under Government Resolution, General Department, No. 4397 of 5th October 1899, only an area of 307 square yards (value=Rs. 3,070) now forms part of this Estate; the remainder (1,623 square yards) forms part of the area resumed for the Admiral's House.
7	Wodehouse Road	55,625	5,56,250	39,292	3,48,748	*Vide* T.R. No. 166 of 1913 to exclude portion of this estate leased by the Secretary of State to Wesleyan Church by deed of 4th March 1895.
8	Cotton Green	13,105	1,31,050	...	...	Resumed on 3rd February 1904.
9	Saluting Battery Plot	5,600	2,80,000	...	...	Resumed on 19th May 1903.
	Carried over ...	24,43,049	26,12,870	16,68,583	23,95,807	

STATEMENT A—*contd.*

Showing the balance on hand (Plot by Plot) of Schedule **C**, *areas and values as on* 31*st March* 1915—contd.

Item No.	Name of Estate.	As per Schedule C.		As on 31st March 1915.		Remarks.
		Area.	Value.	Area.	Value.	
1	2	3	4	5	6	7
		Sq. yds.	Rs.	Sq. yds.	Rs.	
	Brought forward ...	24,43,049	26,12,870	16,68,583	23,95,807	
10	Crescent Site	31,957	7,98,925	...	...	Resumed on 23rd September 1905.
11	Plot south of Old Town Barracks	2,166	64,980	2,166	64,980	
12	Hornby Road	71,051	14,21,020	44,986	8,77,679	
13	Plot south of Crawford Market	9,569	1,91,380	7,627	1,52,540	
14	Dispensary Plot	1,642	33,840	...	...	Acquired by Government for Railway Company on 8th April 1910.
15	Plot north of Municipal Offices	6,600	1,98,000	6,600	1,98,000	
16	Chaupati Estate—					
	Building Land	89,623	8,96,230	65,599	6,55,986	Area and schedule value reduced on account of deficiency of about 5,453 square yards in actual area below schedule area, as ascertained on field survey made in 1909-10.
	Hill Slope	52,675	...	52,586	...	
17	Police Lines Plot at Dadar	5,234	52,340	...	...	Resumed by parts—lastly on 1st December 1903.
18	Parel Estate	3,30,469	9,91,407	1,24,893	3,67,018	(1) 1,40,255 square yards resumed by Government for Bombay Bacteriological Laboratory under Government Resolution, General Department, No. 819, dated 30th January 1914; (2) 50,000 square yards resumed for King Edward Memorial Hospital under Government Resolution, General Department, No. 3254 of 30th May 1911; handed over on 15th December 1911; (3) 15,321 square yards resumed for Veterinary College playground, being no longer required by Government, restored to Trust on same terms and conditions as before.
	Carried over Total ...	30,44,035	72,60,992	19,73,040	47,12,010	

STATEMENT **A**—*contd.*

Showing the balance on hand (Plot by Plot) of Schedule **C**, *areas and values as on* 31*st March* 1915—concld.

Item No.	Name of Estate.	As per Schedule C.		As on 31st March 1915.		Remarks.
		Area.	Value.	Area.	Value.	
1	2	3	4	5	6	7
		Sq. yds.	Rs.	Sq. yds.	Rs.	
	Brought forward Total ...	30,44,035	72,60,992	19,73,040	47,12,010	
	Add—Areas held from Government on terms similar to those of Schedule **C**	(As originally made over.)				
1	Admiralty Site, Marine Lines	8,258	1,03,225	8,258	1,03,225	
2	Land out of Mayo Road added to Wellington Lines Estate ...	106	1,065	106	1,065	
3	Land at Charni Road Level-crossing (East Chaupati Estate).	7,449	...	5,171	38,670	Out of this 543 square yards have been appropriated as follows :— 411 square yards to the emplacement of the western approach of Sandhurst Bridge. 132 square yards to the 10 feet passage on the west of plot No. 3.
4	*Veterinary College Playground Plot at Parel	15,321	53,624	15,321	53,624	*The Veterinary College playground was resumed by Government on 8th June 1911 and handed back to the Trust on 2nd February 1912. Its area and value are already included against item 18 in columns 3 and 4; hence the discrepancy between the grand total figures and those arrived at arithmetically.
	Total ...	31,134	1,57,914	28,856	1,96,584	
	Grand Total ...	30,75,169	74,18,906	20,01,896	49,08,594	

Bombay, 1*st July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

STATEMENT B.

Showing the balance on hand of Schedule **D**, *areas and values as on* 31*st March* 1915.
(*Referred to in para.* 9 *of Report.*)

Item No.	Name of Estate.	As per Schedule D.		As on 31st March 1915.		Remarks.
		Area.	Value.	Area.	Value.	
1	2	3	4	5	6	7
1	Connaught Road Estate	Sq. yds. 36,827	Rs. 1,93,074	Sq. yds. 29,493*	Rs. 1,48,984*	* Includes the area (15,752 sq. yds.) and value (Rs. 78,760) of the Maratha Hospital site, which is still in the occupation of the Municipality and 1,519 square yards (valued at Rs. 8,483) appropriated to service passages.
2	Agripada Estate	4,12,815	12,98,187	4,03,342	12,14,850	Includes 89,064 square yards (valued at Rs. 2,69,755) appropriated to roads and service passages and 29,734 square yards (valued at Rs. 89,202) appropriated as open space.
3	Lands at Matunga	2,98,376	3,49,348	2,91,267	3,47,405	
	Total ...	7,48,018	18,40,559	7,24,102	17,11,239	Subject to deduction under the footnote to Schedule **D** on account of areas occupied by roads.

Bombay, 1*st July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX E.

Progress in Trust's Schemes.

Scheme. No.	Scheme. Name.	Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees. Spent to end of 1914-15.	Borrowed Capital in thousands of Rupees. To be spent after 1914-15.	Remarks.
1	2	3	4	5	6	7	8
					Rs.	Rs.	
1	First Nagpada	0·7	*Nil* ...	*Nil* ...	27,14	...	
2	Princess Street	1·3	Metalling and tarring service passage west of plot 59; constructing water entrances; widening Abdul Rehman Street and Kitchen Garden Lane; metalling Pinjari Street; constructing footpaths in front of completed buildings on plots 116, 117, 118, 119.	Metalling and tarring service passages; constructing footpaths and water entrances, Kitchen Gardon Lane.	78,82.	82	
3	Sandhurst Road, West ...		Pavement of footpaths opposite plots of completed buildings, plots Nos. 7, 12, 14, 54, 55, 56, 61, 67 and 93; tarring of service passages behind plot 4 was done; new 40′ road near Charni Road was completed for a length of 40′ with metalling and sanding and the drainage for the remaining length.	Pavement of footpaths in front of remaining plots to be done. Remaining service passages to be done and the remaining length of 40′ road to be completed. Area to be acquired is 327 square yards.			
	Sandhurst Road, East ...	2·6	Pavement of footpaths in front of completed buildings on plots Nos. 18, 19, 44, 45, 79, 84 and 54. Set-backs in Duncan-Parel sections were done and one service passage was tarred; cases acquired nil, cases demolished 4.	Pavement of footpaths in front of remaining plots to be done; remaining service passages to be done and the remaining set-backs to be done.	1,01,66	4,02	
	Sandhurst Road (between Elphinstone Bridge and Dongri Street).		8″ cement concrete foundations for the whole road and 3″ layer of tar maccadam for a portion of road completed.	The Sandhurst Road to be completed.			
		4·6		Carried over ...	2,07,62	4,84	

Progress in Trust's Schemes—contd.

Scheme. No.	Scheme. Name.	Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees. Spent to end of 1914-15.	Borrowed Capital in thousands of Rupees. To be spent after 1914-15.	Remarks.
1	2	3	4	5	6	7	8
		4·6		Brought forward ...	Rs. 2,07,62	Rs. 4,84	
4	Gamdevi	1·8	Pavement of footpaths in front of completed buildings on plots Nos. 2, 8, 15, 16, 18, 21, 50 and 71. Tejpal Road was provided with the pipe sewer drain and the road was tarred. One service passage was tarred.	Pavement of footpaths in front of remaining buildings and the remaining service passages.	19,89	1,77	
5	Dadar-Matunga	17·19	Light Railway is in use and filling in by departmental and contractor's agency continued. Work of construction of the two roads in the scheme partially done. Extra excavation (due to our wanting the mains lowered to admit of our sewers and drains crossing them) for the new 48″ Tansa Main on Vincent Road taken in hand and continued sewers and S. W. Drains in the roads round the Tramway Co.'s plot and tree plantation. 13 additional buildings were acquired and 15 demolished.	Part of the filling in and most of the work of the road making and tree plantation, chawls and cheap workmen's cottages. Area to be acquired is 95,716 square yards.	22,99	39,25	
6	Sion-Matunga	19·8	Levelling and filling in for roads and building plots.* One of the roads in the Scheme partially done and tree plantation. 17 additional buildings were acquired and 24 demolished.	Most of the filling in and work of road making and tree plantation. Area to be acquired is 292,200 square yards.	20,53	55,91	* Portion of level-crossing road.
		43·39		Carried over ...	2,71,03	1,01,77	

Progress in Trust's Schemes—contd.

Scheme. No.	Scheme. Name.	Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees. Spent to end of 1914-15.	Borrowed Capital in thousands of Rupees. To be spent after 1914-15.	Remarks.
1	2	3	4	5	6	7	8
		43·39		Brought forward ...	Rs. 2,71,03	Rs. 1,01,77	
7	Colaba Reclamation ...	0·8	*Nil* ...	*Nil* ...	4,69	...	Completed in 1910-11.
8	Mandvi-Koliwada... ...	0·4	Constructing footpath in front of completed building on plot 6, tarring service passage north of plot 25.	Constructing footpaths and carriage entrances metalling and tarring service passages. Area to be acquired is 276 square yards.	24,59	2,43	
9	Sankli Street	...	*Nil* ...	*Nil* ...	24	...	Completed in 1905-06.
10	Street Scheme on plot south of Crawford Market.	...	*Nil* ...	*Nil* ...	Included in Schedule C.		,, ,, 1905-06.
11	Street Scheme, Agripada ...	...	About ¾th of the length of footpath pavement in front of plots 47 to 56 was done.	Pavement of footpaths in front of remaining buildings.	Included in Schedule D.		
12	Street Scheme, Connaught Road.	...	*Nil* ...	*Nil* ...			
13	Souter Street Extension, Eastward.	0·1	*Nil* ...	Pavement of footpaths in front of plots.	66	7	
14	Police Accommodation Scheme, Nagpada.	0·04	*Nil* ...	*Nil* ...	1,56	...	Completed in 1905-06.
16	Police Accommodation, Wodehouse Road.	0·06	*Nil* ...	*Nil* ...	3,23	...	,, ,, 1905-06.
17	Do. Duncan Road.	...	*Nil* ...	*Nil* ...	57	...	,, ,, 1908-09.
18	Do. Shepherd Road.	0·01	*Nil* ...	*Nil* ...	36	...	,, ,, 1905-06.
19	Do. Agripada ...	0·05	*Nil* ...	*Nil* ...	1,79	...	,, ,, 1909-10. 1910-11.
		44·85		Carried over ...	3,08,72	1,04,27	

Progress in Trust's Schemes—contd.

Scheme. No.	Scheme. Name.	Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees. Spent to end of 1914-15.	Borrowed Capital in thousands of Rupees. To be spent after 1914-15.	Remarks.
1	2	3	4	5	6	7	8
		44·85		Brought forward ...	Rs. 3,08,72	Rs. 1,04,27	
20	Street Scheme, Wellington Lines.	...	*Nil* ...	*Nil* ...	Included in Schedule C Estate.		Completed in 1902-03.
21	Do. Wodehouse Road.	...	*Nil* ...	*Nil* ...			„ „ 1905-06
22	Do. Hornby Road	...	*Nil* ...	*Nil* ...			„ „ 1911-12.
23	Police Accommodation, Connaught Road.	0·02	*Nil* ...	*Nil* ...	79	...	„ „ 1908-09.
24	Do. Princess Street.	0·01	*Nil* ...	*Nil* ...	·2,66	...	„ „ 1910-11.
25	Do. Gamdevi ...	...	*Nil* ...	The whole	...	1,10	
27	Mathew Road Street Scheme.	0·5	Pavement of footpaths in front of plots 3, 4, 5 and 12. One case demolished.	Pavement of footpaths in front of remaining plots. Service passage tarring. Area to be acquired is 3,322 square yards.	12,32	1,01	
29	Nowroji Hill	1·7	About 8 lakhs cubic feet of stone quarried. 60′ road south of Sandhurst Road, and six 40′ cross roads between 60′ road and the scarp of the hill completed. Filling in old Chinch Bunder Road North of Elphinstone Bridge and low-lying ground in case 384 completed. Foundation pillars on ground floor and plinth of all the blocks of R. C. chawls completed. One building acquired and 35 buildings demolished.	About 90 lakhs cubic feet of stone to be quarried. R. C. chawls with 372 rooms and 32 godowns to be completed. Area to be acquired is 337 square yards.	70,66	2,24	
		47·08		Carried over ...	3,95,15	1,08,62	

Progress in Trust's Schemes—contd.

Scheme. No.	Scheme. Name.	Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees. Spent to end of 1914-15.	Borrowed Capital in thousands of Rupees. To be spent after 1914-15.	Remarks.
1	2	3	4	5	6	7	8
		47·08		Brought forward ...	Rs. 3,95,15	Rs. 1,08,62	
30	Souter Street Extension, Westward.	0·4	*Nil* ...	*Nil* ..	1,19	5	
31	Parel Street Scheme ...	9·9	Completion of pipe sewer on Suparibag Road; filling in low-lying lands and tanks; partial construction of one of the roads of the 150′ avenue, completion of S. P. rooms in the compound of the Suparibag Road chawls. and also on Vincent Road for the displaced tenants of case No. 98 and tree plantation; one additional building was acquired and 11 were demolished.	Filling in an area of 100,000 square yards of low-lying lands, tanks and hollows. Work of road making and tree plantation as follows:— 150 ft. Roads = 3,300 R. ft. 120 ft. ,, = 5,000 R. ft. 40 ft. ,, = 7,500 R. ft. 20 ft. ,, = 9,000 R. ft. 15 ft. Service passage = 25,000 R. ft. Area to be acquired is 151,090 square yards.	42,76	17,79	Chawls completed in 1912-13.
32	East Agripada	2·7	Filling in of case 45, 45,000 square yards, completed and some portion of Mahomedan Lane Road No. III (new Road No. II) completed, as also cross road between II and III total length 1,800′ of 40′ width Drainage of Road No. III completed. A semi-permanent camp containing 110 rooms was erected on case 44. Cases acquired during the year 36, cases demolished 15.	Remaining roads = 1,450′ of 50′ width, 4,900′ of 40′ width. Area to be acquired is 21,978 square yards.	25,15	20,87	
		60·08		Carried over ...	4,64,25	1,47,33	

Progress in Trust's Schemes—contd.

Scheme.		Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees.		Remarks.
No.	Name.				Spent to end of 1914-15.	To be spent after 1914-15.	
1	2	3	4	5	6	7	8
					Rs.	Rs.	
		60·08		Brought forward ...	4,64,25	1,47,33	
33	Bhatwadi	0·1	Pavement of footpath in front of plots 1 and 3. Cases demolished 3.	Erection of ventshaft; pavement of footpath in front of remaining buildings. 20′ road and tarring of service passage.	3,02	...	
36	Lamington Road Street Scheme.	0·1	Pavement of footpaths in front of cases 1, 9 and plot 1.	Pavement of footpath in front of Reformatory plot.	2,76	...	
	Schedule C land—Laying out Chowpati Estate.	...	*Nil.*	Construction of 20′ road on the west of Dadyseth Street, and then to run by the foot of the hill giving access to plots facing the hill.	Included in Schedule C Estate.		
37	Sydenham Road Street Scheme.	0·82	Area acquired 43,375 square yards. 20 buildings demolished.	Area to be acquired 39,116 square yards.	66,13	1,02,67	
40	Police Accommodation, Byculla.	0·17	*Nil* ...	The whole	...	2,74	
		61·27		Carried over ...	5,36,16	2,52,74	

APPENDIX E—*concld.*

Progress in Trust's Schemes—contd.

Scheme.		Area included in Scheme in lakhs of sq. yds.	Work done in 1914-15.	Work to be done after 1914-15.	Borrowed Capital in thousands of Rupees.		Remarks.
No.	Name.				Spent to end of 1914-15.	To be spent after 1914-15.	
1	2	3	4	5	6	7	8
					Rs.	Rs.	
		61·27		Brought forward ...	5,36,16	2,52,74	
41	Undria Street Scheme ...	0·06	5 cases remodelled. Cases acquired during the year 36, cases demolished 12.	The remaining possible cases to be remodelled and the pipe sewer to be laid in service passage and service passage to be tarred. Area to be acquired is 2,747 square yards.	4,06	76	
42	Poor Class Accommodation Scheme for the Spring Mills.	0·20	Site acquired and arrangements made for levelling and filling up of the site.	Construction of chawls	...	4,50	
44	Police Accommodation Scheme, Maharbaudi.	0·02	*Nil* ...	The whole	...	1,09	
		61·55			5,40,22	2,59,09	
				Total ...	7,99,31		

J. P. ORR, *Chairman*,

City of Bombay Improvement Trust.

Bombay, 1*st July* 1915.

APPENDIX F.

Statement showing the area acquired up to the beginning of, in and up to the end of 1914-15, and the cost thereof with estimate of cost of acquisition yet to be effected in sanctioned schemes.

Note.—The Schemes not included in column 1 either involve no acquisition or have not yet been sanctioned.

SCHEMES.	Land acquired up to beginning of 1914-15.			Land acquired in 1914-15.			Total area acquired upto end of 1914-15.			Land yet to be acquired.					REMARKS.
	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Total area acquired.	Awards.	No. of Cases.	Area.	Estimated Cost.			
												Awards.	General Charges @ 10 %	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		Sq. yds.	Rs.		Sq. yds.	Rs.		Sq. yds.	Rs.		Sq. yds.	Rs.	Rs.	Rs.	
1	107	72,616	15,33,902	1	186	1	108	72,802	15,33,903	....	....	....	....	....	
2	391	118,460	67,27,609	1	18	1	392	118,478	67,27,610	....	....	20,000	2,000	22,000	
3	544	248,199	82,45,145	....	....	....	544	248,199	82,45,145	1	327	1,000	100	1,100	
4	68	181,658	12,15,960	....	....	....	68	181,658	12,15,960	....	....	....	....	....	
5	586	1,316,537	20,34,106	19	45,220	1,38,963	605	1,361,757	21,73,069	18	95,716	3,18,000	31,800	3,49,800	
6	1,177	1,542,319	17,32,634	22	7,526	20,638	1,199	1,549,845	17,53,272	51	292,200	5,00,000	50,000	5,50,000	
7	1	9,152	13,000	....	....	....	1	9,152	13,000	....	....	....	....	....	
8	207	29,325	19,80,089	1	51	2	208	29,376	19,80,091	2	276	1,000	100	1,100	
9	1	340	17,000	....	....	....	1	340	17,000	....	....	....	....	....	
10	....	....	....	....	....	....	....	....	....	....	89	3,000	300	3,300	
13	2	7,484	20,786	....	....	....	2	7,484	20,786	....	....	....	....	....	
17	3	329	38,967	....	....	....	3	329	38,967	....	....	....	....	....	
18	1	1,313	15,915	....	....	....	1	1,313	15,915	....	....	....	....	....	
27	40	47,898	10,89,009	1	425	150	41	48,323	10,89,159	4	3,332	50,000	5,000	55,000	
29	396	171,561	63,52,385	....	....	....	396	171,561	63,52,385	9	337	40,000	4,000	44,000	
30	6	16,909	69,542	....	....	....	6	16,909	69,542	....	....	....	....	....	
31	76	438,567	38,28,572	2	3,940	27,529	78	442,507	39,56,101	28	1,51,090	4,00,000	40,000	4,40,000	
32	160	164,505	15,66,059	32	26,782	4,78,823	192	191,287	20,44,882	22	21,978	4,55,000	45,500	5,00,500	
33	35	7,227	2,77,855	1	1,229	1,000	36	8,456	2,78,855	....	....	....	....	....	
36	10	7,493	2,22,138	....	....	....	10	7,493	2,22,138	....	....	....	....	....	
37	123	31,173	45,22,837	75	12,201	17,94,267	198	43,374	63,17,104	136	39,116	70,00,000	7,00,000	77,00,000	
41	....	....	....	36	4,544	3,72,634	36	4,544	3,72,634	12	2,747	53,000	5,300	58,300	
42	....	....	....	....	....	....	....	....	....	1	20,030	80,000	8,000	88,000	
Total	2,934	4,413,065	4,16,03,510	191	102,122	28,34,008	4,125	4,515,187	4,44 37,518	284	627,328	89,21,000	8,92,100	98,13,100	

BOMBAY, 1st *July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX

(Area, capital value and rental

(*Referred to*

ESTATE.	Disposed of to the end of 1913-14.				Disposed of in 1914-15.			
	No. of Plots.	Area.	Capital value.	Rent.	No. of plots.	Area	Capital value.	Rent.
Schedule C.		Sq. yds.	Rs.	Rs.		Sq. yds.	Rs.	Rs.
Kennedy Sea Face	1	4·0	0·2	0·01	...	...	...	..
Hornby Road...	40	59·6	2,327·5	78·2	...	...	...	...
Marine Lines (including Admiral's Bungalow)	21	40·9	888·6	35·4	...	...	...	...
Wellington Lines	16	32·0	856·0	29·6	...	...	...	...
Wodehouse Road	18	40·0	823·0	32·9	...	...	...	...
Chaupati, East	4	3·9	91·9	4·1	...	...	...	...
Chaupati, West (including Distillery Plot)	15	21·9	561·8	22·5	1	1·5	50·5	2·02
	115	202·3	5,548·4	202·71	1	1·5	50·5	2·02
Schedule D.								
West and Central Agripada (including Schemes 9 and 13.)	96	131·84	1,069·7	42·8	4	2·48	29·1	1·16
Connaught Road	16	12·2	102·2	4·1	...	...	...	...
	112	144·04	1,171·9	46·9	4	2·48	29·1	1·16
Schedule E.								
Colaba Reclamation	31	48·0	2,203·0	99·1	...	...	...	...
Trust's own property.								
First Nagpada	61	47·16	897·8	35·92	...	...	...	...
Princess Street	98	58·20	8,646·75	345·87	4	2·55	176·8	7·07
Sandhurst Road	98	83·99	4,473·5	178·94	8	7·23	377·7	15·11
Gamdevi	50	49·97	1,047·7	41·91	4	4·60	111·5	4·46
Dadar-Matunga	...	...	...	...	2	22·47	185·6	6·38
Mandvi-Koliwada	26	15·34	1,541·8	61·67	1	0·57	51·1	2·04
Mathew Road	16	29·29	1,026·5	41·06	2	2·04	43·4	1·74
Parel Street	1	8·0	50·0	2·0	...	...	...	...
East Agripada	...	...	...	...	2	12·13	158·8	6·35
Bhatwadi	6	4·4	87·7	3·51	...	...	...	...
Chunam Kiln Road	1	0·3	15·3	0·6	...	...	...	...
	357	296·65	17,787·05	711·48	23	51·59	1,104·9	43·15
Police Accommodation Schemes.								
14.—Nagpada	1	4·0	72·4	3·2	...	...	...	...
16.—Wodehouse Road ...	1	6·6	76·9	3·4	...	...	...	...
17.—Duncan Road	1	0·5	38·4	1·7	...	...	...	...
18.—Sheppard Road ...	1	1·2	15·8	0·7	...	...	...	...
19.—Agripada	2	4·8	47·5	2·1	...	...	...	...
23.—Connaught Road ...	2	1·7	13·6	0·6	...	...	...	...
24.—Princess Street	2	1·5	153·8	6·8	...	...	...	...
	10	20·1	418·4	18·5	...	...	...	...
Grand Total ...	625	711·09	27,128·75	1,078·69	28	55·57	1,184·5	46·33

BOMBAY, 1*st July* 1915.

G–1.

are shown in thousands.)

in para. 12 *of Report.*)

Disposed of to the end of 1914-15.				Balance available for leasing.				Remarks.
No. of plots.	Area.	Capital value.	Rent.	No. of plots.	Area.	Capital value.	Rent.	
	Sq. yds.	Rs.	Rs.		Sq. yds.	Rs.	Rs.	
1	4·0	0·2	0·01	...	...	...	...	
40	59·6	2,327·5	78·2	...	...	...	...	
21	40·9	888·0	35·4	...	...	...	...	
16	32·0	856·0	29·6	...	...	...	...	
18	40·0	823·0	32·9	...	...	...	...	
3	1·4	68·2	2·73	2	3·3	40·22	1·81	One plot (No. 4) resumed.
16	23·4	612·3	24·52	23	42·1	563·96	25·58	
115	201·3	5,575·2	203·36	25	45·4	604·18	27·19	
97	131·92	1,068·9	42·77	68	94·62	644·8	29·8	Three plots (No. 41 W. Ag. and 28 and 29 Cen. Ag.) resumed.
16	12·2	102·2	4·1	...	...	...	...	
113	144·12	1,171·1	46·87	68	94·62	644·8	29·8	
31	48·0	2,203·0	99·1	4	6·0	151·0	6·8	
60	46·47	886·5	35·46	1	0·69	10·22	0·46	One plot (No. 54) resumed.
102	60·75	8,823·5	352·94	13	9·56	1,197·80	53·9	
105	90·50	4,827·0	193·08	67	55·07	1,650·22	74·26	One plot (No. 25) resumed.
54	54·57	1,159·2	46·37	50	50·74	1,063·11	47·84	
2	22·47	185·6	6·38	17	4·39	26·35	1·18	
26	15·34	1,541·8	61·67	8	4·44	406·6	18·3	One plot (No. 8) resumed.
18	31·33	1,070·0	42·80	2	1·0	22·22	1·0	
1	8·0	50·0	2·0	...	...	...	...	
2	12·13	158·3	6·35	1	6·17	85·68	3·86	
6	4·4	87·7	3·51	1	0·8	10·0	0·45	
1	0·3	15·3	0·6	...	...	...	...	
377	346·26	18,805·4	751·16	160	132·86	4,472·2	201·25	
1	4·0	72·4	3·2	...	...	...	...	
1	6·6	76·9	3·4	...	...	...	...	
1	0·3	38·4	1·7	...	...	...	...	
1	1·2	15·8	0·7	...	...	...	...	
2	4·8	47·5	2·1	...	...	...	...	
2	1·7	13·6	0·6	...	...	...	...	
2	1·5	153·8	6·8	...	...	...	...	
10	20·1	418·4	18·5	...	...	...	...	
646	759·78	28,173·1	1,118·99	257	278·88	5,872·18	265·04	

J. P. ORR, *Chairman,*

City of Bombay Improvement Trust.

APPENDIX G–2.

Statement showing revenue derivable from plots disposed of in 1914-15.

(Referred to in para. 12 of Report.)

Serial No.	Date from which rent runs.	Estate.	Plot No.	Area.	Capital value per sq. yd.	Capital value of plot.	Annual rent.	Remarks.
				Sq. yds.	Rs.	Rs.	Rs.	
1	3rd March 1915 ...	Agripada, West.	76	1,046	7·65	9,000	360	
	15th September 1915 ...	Do. ...	125	13·33	7·50	100	4	
2	*	Do. Central.	28 & 29	1,425	12·50	20,000	800	* Since resumed.
			4	2,484·33	.....	29,100	1,164	
3	5th March 1916 ...	Chaupati, West.	1	1,496	30	50,500	2,020	
			1	1,496	.....	50,500	2,020	
4	1st July 1915 ...	Princess Street.	14	776	25	21,800	872	
	1st June 1916 ...	Do. ...	19	611	35	24,100	964	
	27th October 1916 ...	Do. ...	91	608	100	68,400	2,736	
	*	Do. ...	92	556	100	62,500	2,500	* 12 months from date of possession.
			4	2,551	.....	1,76,800	7,072	
5	19th November 1915 ...	Sandhurst Road, West.	Strip adjoining plot 7.	114	35	4,500	180	
	11th November 1917 ...	Do. ...	52 & 53	2,601	50	1,46,300	5,852	
	9th January 1915 ...	Do. ...	Portion of 62 added to 61.	296	25	8,300	332	
	1st October 1916 ...	Do. ...	65	828	40	37,300	1,492	
	1st November 1916 ...	Do. ...	66	786	40	35,400	1,416	
	30th September 1916 ...	Do. ...	71	577	40	26,000	1,040	
6	12th October 1915 ...	Sandhurst Road, East.	7	547	65	40,000	1,600	
	7th Do. ...	Do. ...	41	611	45	30,900	1,236	
	*	Do. ...	52	870	50	49,000	1,960	* 12 months from date of possession.
			8 + 2 strips.	7,230	.....	3,77,700	15,108	
		Carried over...	17 + 2 strips.	13,761·33	.....	6,34,100	25,364	

APPENDIX G-2—*contd.*

Statement showing revenue derivable from plots disposed of in 1914-15.

Serial No.	Date from which rent runs.	Estate.	Plot No.	Area.	Capital value per sq. yd.	Capital value of plot.	Annual rent.	Remarks.
				Sq. Yds.	Rs.	Rs.	Rs.	
	Brought forward...	.....	17 + 2 strips.	13,761·33	.....	6,34,100	25,364	
7	23rd April 1916 ...	Gamdevi ...	11	891	20·14	20,200	808	
	1st August 1915 ...	Do. ...	83	3,068	18·75	71,300	2,852	
		Do. ...	84		22·2			
	26th February 1916 ...	Do. ...	109	639	27·82	20,000	800	
			4	4,598	.....	1,11,500	4,460	
8	* ...	Dadar-Matunga	†	4,751	5·50	26,130·5	1	* Premium paid on 20th May 1915. † Bombay European Relief Association.
	1st April 1916 ...	Do. ...	‡	17,716	8	1,59,500	6,380	‡ Government for Railway Police.
			2	22,467	.....	1,85,630·5	6,381	
9	§ ...	Mandvi-Koliwada ...	8	568	80	51,100	2,044	§ Since resumed.
			1	568	80	51,100	2,044	
10	¶ ...	Mathew Road	21	1,140	36	38,500	1,540	¶ 12 months from the date of possession.
	‖ ...	Do. ...	23	896	4·86	4,900	196	‖ From the date of possession.
			2	2,036	.....	43,400	1,736	
11	3rd September 1915 ...	Agripada East.	1	7,554	11·80	94,400	3,776	
	13th December 1915 ..	Do. ...	3	4,581	12·50	64,400	2,576	
			2	12,135	...	1,58,800	6,352	
		Grand Total ...	28 + 2 strips.	55,565·33	...	11,84,530·5	46,337	

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, *1st July* 1915.

APPENDIX H-I.

Statement of completed Police Accommodation Schemes.

Serial No.	Scheme. No.	Scheme. Name.	Date of completion.	No. of persons accommodated. Officers.	No. of persons accommodated. Men.	Area of site.	Cost of site.	Cost of building, &c.	Interest charges, &c.	Total capital cost.	Rent payable by Government.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13
						Sq. yds.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	14	Nagpada	1-10-05	3	60	3,955	71,877	82,596	17,368	1,71,841	8,094	
2	18	Sheppard Road	*1-11-05	1	...	1,237	15,173	20,135	2,495	37,803	1,781	* (With stables for 19 horses).
3	16	Wodehouse Road	31-3-06	5	224	6,578	76,302	2,44,006	14,027	3,34,335	15,747	
4	17	Duncan Road	6-10-08	...	8	316	37,536	19,272	5,900	62,708	2,910	
5	23	Connaught Road	11-1-09	2	28	1,689	13,409	68,211	8,921	90,541	4,219	
6	19	Agripada	†1-6-09	5	60	4,851	44,876	1,37,800	19,332	2,02,008	9,414	† Different buildings were completed on different dates, but for purposes of lease this has been taken as the date from which it commences to run.
7	24	Princess Street	31-5-10	5	12	1,492	1,51,413	1,19,253	12,621	2,83,287	13,145	
			Total...	21	392	20,118	4,10,586	6,91,273	80,664	11,82,523	55,310	

J. P. ORR, *Chairman,*

City of Bombay Improvement Trust.

BOMBAY, 1st *July* 1915.

APPENDIX H-2.

(REFERRED TO IN PARA. 8 OF REPORT.)

Progress of Police Accommodation Schemes during 1914-15.

No.	Description of Works.	No of Works.	No. of Rooms.		No. of Persons.		Progress up to the beginning of the year.	Progress in the year.
			Provided.	To be provided.	Accommodated.	To be accommodated.		
1	Scheme No. 25.—Gamdevi Police Accommodation.	1	*Nil.* In addition the following are provided:— Office rooms. Store „ ... Staircase „ ... Bath „ ... Cook „ ... Guard „ ... Waiting „ ... Cells ...	28 3 7 5 7 7 1 1 4 35	*Nil.*	4 European Officers, 2 Indian Sub-Inspectors.	*Nil.*	The scheme was declared in August 1913, and the site was handed over to the Executive Engineer, Presidency, on 7th May 1914. Revised plans and estimates were sanctioned in September 1914.
2	Scheme No. 34.—Lamington Road Police Accommodation.	1	*Nil.* In addition the following are provided:— Office rooms. Cells ... Store & pantry rooms.. Bath „ ... Cook „ ... Servants' „ ...	235 6 4 12 9 7 8 46	*Nil.*	4 European Officers, 3 Indian Sub-Inspectors, 10 Head Constables, 210 men.	*Nil.*	Represented in August 1912. Plans and estimates approved in T. R. No. 246 of 27th October 1914, and the scheme was notified in December 1914. The sanction of Government has not yet been applied for as the plans have not yet been approved by Government in the P. W. D.
3	Scheme No. 35.—Police Accommodation at Sandhurst Road West, Plot No. 65.	1	*Nil.*	*Nil.*	*Nil.*	3 Indian Sub-Inspectors, 15 Constables.	*Nil.*	Represented in November 1914. Detailed plans and estimates are awaited from Government for the approval of the Board. Plot No. 65, Sandhurst Road, West, will be reserved for the scheme at Rs. 40 per square yard from 1st August 1915.
4	Scheme No. 38.—Police Accommodation in Mandvi Koliwada Scheme 8.	1	*Nil.*	*Nil.*	*Nil.*	4 European Officers, 3 Native Officers, 100 Constables.	*Nil.*	Represented in April 1910, but a site has not yet been selected.
5	Scheme No. 39.—Police Accommodation on plots Nos 81-82 and 34-35, Sandhurst Road, East.	1	*Nil.*	*Nil.*	*Nil.*	3 European Officers, 6 Indian Sub-Inspectors, 10 Head Constables, 90 Constables.	*Nil.*	Represented in October 1914. Plans and estimates are under consideration.
6	Scheme No. 40.—Police Accommodation at Byculla Bridge.	1	*Nil.* In addition the following are provided:— Office rooms. Store „ Cells ... Cook rooms. Servants' „ Bath „ Stable and Coach house.	176 8 9 4 7 8 20 2 58	*Nil.*	2 Superintendents, 4 European Inspectors, 4 Sergeants, 3 Indian Sub-Inspectors, 145 Constables.	*Nil.*	Represented in May 1914, and plans and estimates were approved in October 1914. The scheme was notified in December 1914, sanctioned by Government in May 1915.

No.	Description of Works.	No. of Works.	No. of Rooms.		No. of Persons.		Progress up to the beginning of the year.	Progress in the year.
			Provided.	To be provided.	Accommodated.	To be accommodated.		
7	Scheme No. 44.—Maharbavdi Police Accommodation.	1	*Nil.*	85	*Nil.*	4 European Officers, 3 Indian Sub-Inspectors, 57 Constables.	*Nil.*	Represented in March 1914. Plans and estimates were sanctioned in June 1914. The scheme was notified on 30th July 1914, sanctioned by Government in December 1914, and declared on 18th March 1915. Revised estimates were sanctioned in May 1915.
			In addition the following are provided :—					
			Store rooms.	8				
			Staircase „ ...	8				
			Bath „ ...	13				
			Cook „ ...	7				
			Office „ ...	3				
			Guard „ ...	1				
			Waiting „ ...	1				
			Cells ...	4				
				45				
8	Scheme No. 45.—Police Accommodation at Palton Road.	1	*Nil.*	335	*Nil.*	4 European Officers, 3 Indian Sub-Inspectors, 20 Head Constables, 275 Constables.	*Nil.*	Represented in March 1914. Plans and estimates were approved in August 1914. The Scheme has not yet been notified pending result of negotiations between Government and Corporation re : exchange of land which if effected will affect the area to be included in the scheme. Government have since sanctioned revised plans and estimates (G. R., P. W. D., No. C. W. 1732 of 11th February 1915).
			In addition the following are provided :—					
			Cook rooms.	7				
			Servants' „	8				
			Store „	8				
			Bath „	37				
			Office „	4				
			Guard „	1				
			Cells ...	4				
				69				
9	Scheme No. 46.—Parel Police Accommodation Scheme.	1	*Nil.*	*Nil.*	*Nil.*	1 European Superintendent, 5 European Officers, 3 Native Sub-Inspectors, 200 Constables.	*Nil.*	Represented in April 1914. Plans and estimates received from the Executive Engineer, Presidency, have been returned to him for modification in accordance with T. R. No. 183 of 1914.
10	Scheme No. 48.—Mahim Police Accommodation.	1	*Nil.*	*Nil.*	*Nil.*	4 European Officers, 3 Native Sub-Inspectors, 125 Constables.	*Nil.*	Represented in October 1914. Plans and estimates were received from the Executive Engineer, Presidency, and returned for modification on 16th January 1915.

BOMBAY, 1st *July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX I.

Particulars of Trust's chawls.

(Referred to in para. 14 of Report.)

Serial No.	Name of chawl.	Chawl No.	Sanctioned under scheme No.	Date of completion.	No. of rooms.	No. of adults accommodated.	Area covered by building.	Area of open space	Total area of site.	Capital cost to end of 1914-15.		Total cost, exclusive of share of cost of management and establishment.	Capital cost per adult accommodated.	Monthly average rent per room.	Maximum rent of chawl per annum.	Remarks.
										Land.	Works.					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
							Sq. yds.	Sq. yds.	Sq. yds.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	Agripada A Chawls.	1-4	1	1901	303 °2	1,323 6	3,255	5,122	8,377	65,450	1,71,777	2,37,227	179	3·64	13,106	Living rooms .. .. 286 Shops .. .. 11 R. C.'s quarter and office .. 6
2	„ B „	5-16	1	1905	928 °5	2,752 12	6,487	5,508	11,995	84,325	5,01,553	5,85,878	212	3·58	39,656	Living rooms .. .. 912 Shops 16
3	Nagpada A „ ...	17-18	1	„	144 °2	576 6	1,107	1,151	2,258	15,806	76,191	91,997	160	4·00	6,912	
4	Chandanwadi „ ...	19-24	2	1907	678 °4	2,016 12	4,100	4,458	8,558	1,30,815	3,46,691	4,77,506	237	5·06	41,115	Living rooms .. .. 662 Shops .. .. 10 R. C.'s quarter 6
5	Imamwada A „ ...	25, 26, 27, 29, 30 & 41	3	1907-10-11	883 °3	2,628 9	5,582	7,853	13,435	1,81,741	4,60,861	6,42,602	245	3·98	42,186	Living rooms .. .. 906 R. C.'s quarter and office .. 7
6	„ B „ ...	50	3	1912	30	120	367	582	949	12,838	18,017	30,855	257	4·00	1,440	
7	Princess Street „ ...	28	2	1908	64	192	441	688	1,129	14,677	39,272	53,949	281	5·00	3,840	
8	Nagpada B „ ...	39	3	1910	144 °1	576 3	960	1,083	2,043	10,215	92,392	1,02,607	178	4·00	6,912	
9	Agripada C „ ...	31, 32, 38, 40, 45 & 46	3	1910-11	432 °2	1,944 6	3,307	3,137	6,444	50,325	2,58,310	3,08,635	159	3·67	19,040	Living rooms .. .. 401 Shops 18
10	Mandvi-Koliwada „ ...	33, 34, 35, 36 & 37	8	1910	279	888	3,290	774	4,064	3,05,922	2,55,610	5,61,532	632	11·44	38,292	Living rooms .. .. .. 222 Shops .. .. .. 30 Godowns .. .. .. 26 Store-room under the stairs 1
11	Supariбag „ ...	42, 43, 44, 47, 48 & 49	31	1911	480 °4	2,640 16	3,232	4,687	7,919	44,165	3,13,319	3,57,484	135	3·25	18,720	
				Total ...	4,365 °23	15,655 70	32,128	35,043	67,171	9,16,279	25,33,993	34,50,272	220	4·42	2,31,419	

* Semi-permanent huts for sweepers.

† *Vide* Engineer's No. 2074 of 25th March 1914.

BOMBAY, 1*st July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX J-1.

Roads handed over to the Municipality before 1915-16.

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915.		Remarks.
							Outlay to end of March 1914.	Outlay during 1914-15.	
1	2	3	4	5	6	7	8	9	10
		Schedule "C" Lands.				Rs.	Rs.	Rs.	
1	12th Feb. 1906 ...	Marine Lines Estate...	1,612	mean 8½	1,542	15,420	673	...	In the case of schedule lands the figures in col. 7 represent schedule value.
2	21st May 1902 ...	Road between Cooperage and Wellington Lines.	1,389	mean 40			23,136	...	
3	21st Sept. 1908 ...	Widening of Mayo Road.	500	50 varying from 0' to 100'	8,937	89,370	10,249	...	
	8th Nov. 1905 ...	Wodehouse Road Estate—							
4		Ormiston Road...	670	50	5,323	53,230	14,125	...	
5		Convent Street...	361	40			6,075	...	
	8th April 1907 ...	Hornby Road Estate—							
6		Ravelin Street... and	500	60	8,033	1,60,660	19,300	...	
7		Portion of Murzban Road.	705	60			27,218	...	
8	28th March 1912...	Bastion Road ...	1,247	40	5,409	1,08,180	33,689	...	
9	28th „ „ ...	Wallace Street...	520	50	2,889	57,780	16,990	...	
10	28th „ „ ...	Home Street ...	535	50	2,972	59,440	17,409	...	
11	19th Feb. 1906 ...	Road South of Crawford Market.	285	40	1,267	25,340	5,243	...	
		Chaupati Estate—							
12	*	Dadyseth Road..	889	40	3,949	39,490	21,433	...	* The Municipality took over charge of these roads from the P. W. D., but the Trust paid for them under Section 69 (1) & (2).
13		Babulnath Rd....	964	60	6,427	64,270	34,867	...	
14		Babulnath 3rd Cross Road.	677	40	3,009	30,090	16,331	...	
15		Babulnath 2nd Cross Road.	304	40	1,349	13,490	7,330	...	
16		Babulnath 1st Cross Road.	556	40	2,469	24,690	13,403	...	
17	7th Aug. 1913 ...	Marine Lines Estate— Two Cross Roads.	360	40	1,600	16,000	2,305	...	
		Total ...	12,074		55,175	7,57,450	2,69,776	...	
		Schedule "D" Lands.							
	1st Aug. 1906 ...	Connaught Road Estate—							
18		Ulster Road ...	480	40	2,133	11,348	20,280	...	
19		Road No. 2 ...	255	20	567	3,016	5,388	...	
		Agripada Estate, Scheme 11—							
20	10th May 1910 ...	Cirrus Avenue...	535	26⅔	1,584	4,752	8,504	...	
21	Do.	Motlibai Road...	1,006	26⅔	2,979	8,937	15,442	...	
22	Do.	Gell Street ...	1,142	26⅔	3,381	10,143	15,522	...	
23	Do.	Motlibai Street...	1,022	26⅔	3,026	9,078	15,684	...	
24	Do.	Rebsch Street ...	1,021	26⅔	3,023	9,069	17,684	...	
		Carried forward Total.	5,461		16,693	56,343	98,504	...	
		Carried forward...	12,074		55,175	7,57,450	2,69,776	...	

APPENDIX J-1—*contd.*

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915. Outlay to end of March 1914.	Cost of construction to end of March 1915. Outlay during 1914-15.	Remarks.
1	2	3	4	5	6	7	8	9	10
						Rs.	Rs.	Rs.	
		Brought forward ...	12,074	...	55,175	7,57,450	2,69,776	...	
		Schedule "D" Lands—*contd.*							
		Brought forward ...	5,461	...	16,693	56,343	98,504	...	
		Agripada Estate, Scheme 11—*contd.*							
25	10th May 1910 ...	Agripada Chawl St.	854	26⅔	2,529	7,587	13,105	...	
26	Do. ...	Rebsch Street ...	248	20	551	1,653	3,910	...	
27	Do. ...	Do. ...	488	20	1,083	3,249	7,794	...	
28	Do. ...	Club Back Road ...	415	26⅔	1,229	3,687	17,378	...	
			675	20	1,499	4,497			
29	Do. ...	Reynolds Road ...	1,013	26⅔	2,999	8,997	16,248	...	
30	Do. ...	Club Cross Road ...	200	20	445	1,335	4,012	...	
31	Do. ...	Motlibai Street ...	428	20	950	2,850	6,837	...	
32	Do. ...	Souter Street ...	1,727	40	7,673	23,019	40,571	...	
33	Do. ...	Gilder Street (Schedule "D" land).	180	40	800	3,200	47,123	...	
34	Do. ...	Gilder Street (Schedule "D" land) to Jetha Street.	1,863	40	8,280	33,120			
35	Do. ...	Gilder Street from Jetha Street to Club Road.	310	40	1,378	5,002			
36	Do. ...	Additional portion at Junction of Gilder Street, Souter Street and Club Road.	142	50	789	2,367			
37	19th April 1911 ...	Moreland Road ...	2,036	29·38	6,646	19,938	...	...	These roads were handed over to the Trust by the Municipality and were retransferred to Municipality on 19th April 1911.
38	Do. ...	Club Road	1,247	20·22	2,801	8,403	...	...	
39	Do. ...	Jetha Street... ...	69	40·00	307	921	...	...	
		Total ...	17,356		56,652	1,86,168	2,55,482	...	
		Schedule "E" Lands.							
	28th Nov. 1908 ...	Roads on Colaba Reclamation—							
40-44		Five 40' Roads...	2,042	27	23,430	23,430	1,25,311	...	* No charge is made for roads under heading "Cost of acquisition" as the site was reclaimed (mainly) from the sea, and Government made no charge for it.
45		Cuffe Parade ...	2,234	70					
	15th Dec. 1910 ...	Kittredge Road Footpaths.	(348)	6⅔	506				
	Do.	Do. ...	(335⅔)	6⅔					
	Do.	Fazal Road Footpaths.	(365⅔)	6⅔	548				
	Do.	Do. ...	(374)	6⅔					
	Do.	Khatau Road Footpaths.	(313¾)	6⅔	479				
	Do.	Do. ...	(332¾)	6⅔					
	Do.	Panday Road Footpaths.	(286)	6⅔					
	Do.	Do. ...	(302½)	6⅔	475				
	Do.	Do. Corner.	(42¾)	8¼ mean					
		Carried forward Total	4,276		25,438	...	1,25,311	...	
		Carried forward...	29,430		1,11,827	9,43,618	5,25,258	...	

APPENDIX J-1—*contd.*

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915. Outlay to end of March 1914.	Cost of construction to end of March 1915. Outlay during 1914-15.	Remarks.
1	2	3	4	5	6	7	8	9	10
		Brought forward ...	29,430	...	1,11,827	Rs. 9,43,618	Rs. 5,25,258	Rs. ...	

Schedule "E" Lands—*contd.*

		Brought forward ...	4,276	...	25,438	.....	1,25,311	...	
	15th Dec. 1910 ...	Centre Road Footpaths.	(641)	6⅔	950	.....	.....	...	
	Do. ...	Do. ...	(641)	6⅔					
	Do. ...	Junction of Cuffe Parade and Wodehouse Road Footpaths.	(19)	mean 8½	18	.....	.....	...	
		Total ...	4,276		26,406	.....	1,25,311	...	

Scheme 1.

46	22nd Jan. 1903 ...	New Nagpada Main Road.	1,251	50	14,648	3,15,440	39,540	...	
47	Do. ...	1st Peerkhan Lane...	282	40			7,131	...	
48	Do. ...	2nd „ „ ...	747	40			18,888	...	
49	16th Jan. 1904 ...	3rd „ „ ...	471	40			11,909	...	
50	Do. ...	4th „ „ ...	232	40			5,866	...	
		Total, ...	2,983		14,648	3,15,440	83,334	...	

Scheme 2.

51	1st May 1910 ...	Princess Street from Queen's Road to Kalbadévi Road.	1,475	80	13,111	20,55,974	58,264	...	
52	Do. ...	Princess Street from Kalbadevi to Plot No. 48.	204	128	2,902		13,171		
53	Do. ...	Chandanwadi Lane...	208	40	924				
54	1st August 1910...	Princess Street from Plot No. 48 to Shekh Memon St.	1,120	60	7,466		33,051		
55	Do. ...	Shekh Memon Street opposite Juma Masjid.	48	19	102				
56	Do. ...	New Hanuman Lane.	120	24	978·5		3,193		
			130	40					
			44	33½					
57	Do. ...	Old Hanuman Lane...	46	40	264·5		2,319		
			27	40½					
		Carried forward Total	3,422		25,748	20,55,974	1,09,998	...	
		Carried forward...	36,689		1,52,881	12,59,058	7,33,903	...	

APPENDIX J-1—*contd.*

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915.		Remarks.
							Outlay to end of March 1914.	Outlay during 1914-15.	
1	2	3	4	5	6	7	8	9	10
						Rs.	Rs.	Rs.	
		Brought forward ...	36,689	...	1 52,881	12,59,058	7,33,903	...	
		Scheme 2—*contd.*							
		Brought forward ...	3,422	...	25,748	20,55,974	1,09,998	...	
58	31st March 1911...	Road No. 2 (Colbhat Lane).	350	40	1,555·55				
59	Do.	Road No. 3 (Lohar Street).	1,246	50	6,922·00				
60	Do.	Picket Cross Road ...	243	40	1,080		75,727	...	
61	Do.	Patakwadi „ ...	577	40	2,564·44				
62	Do.	Mangaldas „ ...	641	40	2,849				
63	Do.	Vithaldas „ ...	339	40	1,506·67				
	16th Dec. 1912 ...	Portion of Chandanwadi Lane Service Passage, &c.	...	...	645		9,773	...	
	12th January 1914.	Footpath in front of Plot No. 106.	...	...	130	96,200	...	...	
		Total ...	6,818		43,000·66	21,52,174	1,95,498	...	
		Scheme 3.							
	19th Nov. 1908 ...	Sandhurst Road between Breach Candy and Falkland Roads.	3,436	53	20,366		65,062	...	
	11th Mar. 1909 ...								
64	19th Nov. 1908 ...	Sandhurst Road Estate (set-backs) between Breach Candy Road and Khetwadi Main Rd.	...	...	1,491		4,788	...	
65	31st March 1910...	Sandhurst Road ...	370	63⅓	2,604		11,887	...	
66	Do.	KumbharwadaSection from kerb to kerb.	206	53⅓	1,221		5,582	...	
67	10th May 1910 ...	Sandhurst Road between Parel Road and Dongri Street from kerb to kerb.	1,640	53⅓	9,718	23,56,955	45,540	...	
68	Do.	40' Road	78	40	346		2,535	...	
69	Do.	„ „ without footpaths.	85	26⅔	252		1,345	...	
	Do.	Set-backs—Khetwadi Section.	...	...	2,153		10,003	...	
	17th January 1911.	Set-backs—1st Khetwadi Lane.	...	...	140				
70	31st March 1911...	Sandhurst Road between Parel Road and Duncan Rd.	957	53⅓	5,671		33,213	...	
		from kerb to kerb.	125	73⅓	1,019		5,584	...	
	Do. ...	Set-backs—Null Bazar Section.	...	...	397		2,475	...	
	16th June 1913 ...	Set-back in Kumbharwada Section.	160	...	1,265	62,000	5,848	...	
		Carried forward Total.	7,057		46,643	24,18,955	1,93,862	...	
		Carried forward ...	43,507		195,881·66	34,11,232	9,29,401	...	

APPENDIX J-1—*contd.*

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915. Outlay to end of March 1914.	Cost of construction to end of March 1915. Outlay during 1914-15.	Remarks.
1	2	3	4	5	6	7	8	9	10
						Rs.	Rs.	Rs.	
		Brought forward ...	43,507	...	195,881·66	34,11,232	9,29,401	...	
		Scheme 3—*contd.*							
		Brought forward ...	7,057	...	46,643	24,18,955	1,93,862	...	
71	30th April 1914 ...	Road between Dr. Setna's property and Charni Road.	366	20	813	16,260	5,201	...	
	5th December 1914	Sandhurst Road between Chaupatti and Sandhurst Bridge.	732	80	*6,507	95,550	20,900	...	* Schedule "C" lands .. 411 Sq. yds. Trust lands .. 6,096 Total .. 6,507
	Do. ...	Approaches to Hughes Road.	90	60	600	9,000	1,927	...	Handed over by the B. B. & C. I. Ry. but now handed over by us on 5th December 1914 to the Municipality.
	Do. ...	Sandhurst Road between Chaupatti and Sandhurst Bridge.	(702)	11	858	12,870	...	...	
	Do. ...	Sandhurst Road between Breach Candy and Sandhurst Bridge.	236	91	2,325	58,125	...	...	
	Do. ...	Breach Candy Road.	216½	57·7	1,388	34,700	...	...	
	Do. ...	Old Mathew Road ...	237	42	2,152	53,800	...	...	
			159½	59					
	Do. ...	Rounding off at the junction of Sandhurst Road and Breach Candy Road and Breach Candy Road and Mathew Road.	...	...	170	4,250	...	...	
		Total ...	9,094		61,456	27,03,510	2,21,890	...	
		Scheme 4.							
		Gamdevi Estate—							
72	16th Nov. 1908 ...	Hughes Road ...	4,089	40	18,173	2,21,923	92,055	...	
73	Do.	New Gamdevi Rd.	1,455	33	5,387		27,378		
74	13th Mar. 1909 ...	New Babulnath Rd.	580	40	2,577		13,003		
75	1st March 1912 ..	Owen Dunn Road.	300	26'-8"	889	5,728	7,176		
			186	20	413				
76	1st Nov. 1911 ...	Alexandra Road...	930	20	2,066	9,090	15,293		
77	Do. ...	Vatcha Ghandy Rd.	818	20	1,818	7,114	11,296		
	Do. ...	Set-back on Old Gamdevi Road.	...	...	43	376	...		
78	22nd July 1913 ...	Laburnam Road ...	864	20	1,920	13,440	27,162	...	
		Total ...	9,222		33,286	2,57,671	1,93,363	...	
		Carried forward...	61,823		2,90,623·66	63,72,413	13,44,654	...	

APPENDIX J-1—*concld.*

Serial No.	Date of giving possession to Municipality.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to end of March 1915. Outlay to end of March 1914.	Cost of construction to end of March 1915. Outlay during 1914-15.	Remarks.
1	2	3	4	5	6	7	8	9	10
						Rs.	Rs.	Rs.	
		Brought forward ...	61,823	...	2,90,623·66	63,72,413	13,44,654	...	
		Scheme 8.							
79	31st March 1911	Jamli Street ...	433	26⅔	1,283		7,838		
80	Do.	Portion of Kaji Sayad Street.	427	33¼	1,581	2,93,682	4,277	.....	
81	Do.	Portion of Bhandari Street.	215	40	956		7,000		
82	Do.	Janjikar Street ...	320	26⅔	948		990		
83	8th July 1912	Portion of Kaji Sayad Street.	142	33'-4"	526	23,428	8,862		
84	Do.	Dongri Street ...	571	40	2,538	61,191	26,170		
85	Do.	Portion of Bhandari Street.	162 135	40 26'-8"	720 400	17,359 9,600	520 1,494		
86	Do.	Junction of Bhandari Street & Essaji St.	.....	...	196	6,500	.....		
		Total ...	2,405		9,148	4,11,760	57,151	...	
		Scheme 9.							
87	12th Feb. 1906	Sankli Street Extension.	486	40	2,162	14,076	9,199	...	Schedule "D" Lands ... 419×40=1,862 Trust Lands 67×40= 300 486 2,162
		Total ...	486		2,162	14,076	9,199	...	
		Scheme 13.							
88	1st May 1913	Souter Street Extension Eastward.	318	40	1,413	4,316	54,486	...	
		Total ...	318		1,413	4,316	54,486	...	
		Scheme 27.							
89	19th Nov. 1908	New 60' Cross Road between Breach Candy Road and Girgaum Back Rd.	672	60	3,984		10,103		
90	1st March 1910	Depôt Lane	211	64	1,500	2,17,745	5,079	.....	
91	10th May 1910	Mathew Road (New Queen's Road).	1,055	60	7,033 200 44		36,425		
92	28th June 1910	Widening of 60 feet Cross Road from Sandhurst Road.	(450)	20	1,000		7,350		
		Total ...	1,938		13,761	2,17,745	58,957	...	
		Scheme 33.							
93	30th April 1914	Bhatwadi Road ...	472'-9" Say.	26'-8"	1,400	14,000	11,458	...	
		Total ...	473		1,400	14,000	11,458	...	
		Scheme 36.							
94	8th May 1913	Widening of Road ...	1,225	60	8,167	2,14,704	30,905	...	
		Total ...	1,225		8,167	2,14,704	30,905	...	
		Grand Total ...	68,668		3,26,674·66	72,49,014	15,66,810	...	

J. P. ORR, *Chairman,*

BOMBAY, 1st *July* 1915. *City of Bombay Improvement Trust.*

APPENDIX J-2.

ROADS constructed before 1915-16 but not handed over to the Municipality.

Serial No.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to the end of March 1914.	Outlay during 1914-15.	Remarks.
	Schedule "C."							
					Rs.	Rs.	Rs.	
	Wodehouse Road Estate—							
1	Accommodation Road ...	443	23′	1,132	11,320	4,295	...	Complete.
	Total ...	443		1,132	11,320	4,295	...	
	Schedule "D."							
	Agripada Estate Scheme 11—							
	Moreland Road Footpaths.	(2,036)	8′-4″	1,885	5,655	357	165	
	Club Road do. ...	(1,247)	10′-0″	1,381	4,143	2,127	...	
	Footpath Cirrus Avenue.	(535)	13′-4″	792	2,376	4,218	...	
	Do. Wylie Road ...	(1,006)	do.	1,490	4,470	7,838	...	
	Do. Gell Street ...	(1,142)	do.	1,691	5,073	7,878	...	
	Do. Motlibai Street	(1,022)	do.	1,513	4,539	7,993	....	
	Do. Rebsch Street.	(1,021)	do.	1,511	4,533	8,993	...	
	Do. Agripada Chawl Street.	(854)	do.	1,487	4,461	6,670	...	
	Do. Rebsch Street.	(243)	20′	551	1,653	2,219	165	
	Do. do.	(488)	do.	1,083	3,249	4,753	...	
	Do. Club Back Rd.	(415)	13′-4″	615	1,845	9,893	...	Incomplete.
		(674)	20′-0″	1,499	4,497			
	Do. Reynold's Road	(1,013)	13′-4″	1,500	4,500	8,017	579	
	Do. Club Cross Rd.	(200)	30′	667	2,001	2,082	...	
	Do. Motlibai Street.	(428)	20′	951	2,853	3,401	...	
	Souter Street	(1,727)	20′	3,837	11,511	21,912	660	
	Gilder Street, Schedule D lands (Footpaths) ...	(180)	20′	400	1,600	...	...	
	Gilder Street to Jetha Street (Footpath)	(1,863)	20′	4,140	16,560	...	...	
	Additional portion of Gilder Street from Jetha Street to Club Road	(310)	20′	689	2,501	25,288	...	
	Total ...	...		27,682	88,020	1,23,639	1,569	
	Scheme 2.							
2	Portion of Abdul Rehman Street	280	30′	933	2,79,900	.....	2,051	Complete.
3	Pinjari Street	110	25′	305	61,000	.....	462	Complete.
4	Kitchen Garden Lane ...	147	40′	653	4,000	.....	575	Incomplete.
	Total ...	537		1,891	3,44,900	.....	3,088	
	Carried forward ...	980		30,705	4,44,240	1,27,934	4,657	

APPENDIX J-2—*contd.*

Roads constructed before 1915-16 but not handed over to the Municipality—*contd.*

Serial No.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to the end of March 1914.	Outlay during 1914-15.	Remarks.
	Brought forward ...	980	...	30,705	Rs. 4,14,240	Rs. 1,27,934	Rs. 4,657	
	Scheme 3.							
	Set-back—Kumbharwada Dongri Sections.	150	...	1,200		5,856	...	Complete.
	Footpaths between Breach Candy and Falkland Roads.	(6,872)	13'-4"	10,178		58,244	15,791	
	Footpaths in Kumbharwada Section.	(740)	13'-4"	1,096		5,901	...	
		(412)	13'-4"	610		2,724	...	
	Footpaths of Parel Road and Dongri Section.	(3,280)	13'-4"	4,858	8,24,147	25,132	1,632	Incomplete.
	,, Dharamsala 40' Road.	(170)	6'-8"	126		553	...	
	,, Parel Road and Duncan Road.	(1,914)	13'-4"	2,836		17,051	1,129	
	,, ,, ,,	(250)	13'-4"	370		2,067		
	Set-backs-Null Bazar Section..	...	...	73		349	...	Complete.
5	Portion of Road between Dongri Street and Chinch Bunder Road.	120	80'	1,066		12,497	23,001	
	Total ...	270		22,413	8,24,147	1,30,374	41,553	
	Scheme 4.							
	Gamdevi Estate—							
	Hughes Road Footpaths ...	(3,670)	20'	8,156		49,719	...	
	New Gamdevi Road Footpaths	(936)	16'	1,763		11,336	...	
	Babulnath Road Footpaths.	(680)	20'	1,511		8,574	...	
	Owen Dunn Road Footpaths.	(306)	13'-4"	444		7,064	550	
	Do. do. ...	(186)	20'	413				
	Alexandra Road Footpath...	(930)	20'	2,066	1,62,512	15,594	...	Incomplete.
	Laburnam Road Footpaths.	(864)	20'	1,920		1,730	...	
6	Do. do. ...	236	40'	1,049		80	...	
7	Tejpal Road	426'-6" (426'-6")	26'-8" 13'-4"	1,896		9,662	4,313	
	Watchagandy Road Footpaths.	(818)	20'	1,818		11,723	...	
	Total ...	662'-6"		21,036	1,62,512	1,15,482	4,863	
	Carried forward ...	1,912'-6"		74,154	14,30,899	3,73,790	51,073	

APPENDIX J-2—*contd.*

Roads constructed before 1915-16 but not handed over to the Municipality—*contd.*

Serial No.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to the end of March 1914.	Outlay during 1914-15.	Remarks.
	Brought forward ...	1,912'-6"		74,154	Rs. 14,30,899	Rs. 3,73,790	Rs. 51,073	
	Scheme 5.							
8	Road from King's Circle to Matunga Station.	1,350	18'	2,700	5,400	11,362	...	Incomplete.
9	26' Road, South of Cottage Plot.	630	16'	1,120	2,240	6,600	...	† In addition to this Rs. 10,000 were spent for materials at site purchased during the year.
	Portion of level crossing Road from the King's Circle to the Northern boundary of the scheme, including portion of Circular Road.	1,299	18'	2,598	5,196	.....	† 4,913	* Includes Rs. 2,526 spent for Tree plantation and Rs. 1,709 for Tree Guards. Besides this Rs. 48,376 spent for construction of Roads and drains round the Tramway Company's plot and Rs. 1,343 for Tree plantation on them. These Roads are quite incomplete and so their cost and areas are not entered in the Statement.
	Total ...	3,279		6,418	12,836	*17,962	*4,913	
	Scheme 6.							
10	Portion of level crossing Road from the south boundary of the Scheme to the Level Crossing on the G. I. P. Ry., South of Mahim Loop.	1,070	18'	2,144	6,432	2,798	8,377	Incomplete.
	Total ...	1,070		2,144	6,432	* 2,798	* 8,377	* In this Rs. 925 spent for Tree plantation and Rs. 1,148 for Tree Guards are included.
	Scheme 8.							
11	Esaji Street (in continuation of Road No. 1).	96	36'	384	14,167	1,616	...	Incomplete.
	Jambli St. Footpath ...	(433)	8⅔'	416·96	25,916	252	...	
	Kazi Syed St.	(569)	16⅔'	1,018	20,360	2,092	498	
	Dongri St.	(571)	20'	1,269	50,700	805	...	
	Bhandari St.	(377)	20'	838	16,720	3,242	...	
	Do.	(135)	13⅓'	674	13,480	1,300	...	
	Janjikar St.	(320)	13⅓'					
	Total ...	96		4,599·96	1,41,343	9,307	498	
	Scheme 13.							
	Souter Street Extension Eastward Footpaths.	(318)	20'	707	2,181	1,143	...	Incomplete.
	Total...	.....		707	2,181	1,143	...	
	Scheme 27.							
	Footpaths of Lamington Road.	(1,344)	10'	1,493	29,640	5,383	...	Incomplete.
	Mathew Road Footpaths ...	(2,110)	10'	2,344	55,660	1,970	1,634	
	Total ...	.....		3,837	85,300	7,353	1,634	
	Carried forward Total ...	6,357'-6"		91,859·96	16,78,991	4,12,353	66,495	

APPENDIX J-2—*concld.*

Roads constructed before 1915-16 but not handed over to the Municipality—*concld.*

Serial No.	Name of road.	Length in feet.	Breadth in feet.	Area in square yards.	Cost of acquisition.	Cost of construction to the end of March 1914.	Outlay during 1914-15.	Remarks.
	Brought forward ...	6,357'-6"		91,859·96	Rs. 16,78,991	Rs. 4,12,353	Rs. 66,495	
	Scheme 29.							
12	60' Nowroji Hill Road ...	2,240	60	14,933	3,88,258	44,677	31,013	Complete.
13-18	Six Cross Roads, West of 60' Nowroji Hill Road.	1,300	40	5,778	1,50,228			Incomplete.
	Total ...	3,540		20,711	5,38,486	44,677	31,013	
	Scheme 31.							
19	Eastern Avenue on Dadar Road.	1,200	150'	22,129	55,300	*76,659	*21,222	Incomplete.
20	Road on site of present Choregully.	479	40'					
	Total ...	1,679		22,129	55,300	76,659	21,222	
	Scheme 32.							
	Schedule D. Land.							
21	Road No. II...	950	26'-8"	2,815	9,852	12,598	21,065	Incomplete.
22	Cross Road between II & III	338	26'-8"	1,097	3,840			
	Improvement Scheme.							
	Road No. II continuing from South.	400	26'-8"	1,185	8,295	8,268	14,635	
	Cross Road between II & III.	100	26'-8"	296	2,072			
	Total ...	1,788		5,393	24,059	20,866	35,700	
	Scheme 33.							
	Bhatwadi Road footpaths ...	(500)	13'-4"	741	98,558	358	409	Incomplete.
23	Do. Road	80	20'	177		.....	...	
24	Do. do.	30	30'	100		.....	...	
	Total ...	110		1,018	98,558	358	409	
	Scheme 36.							
	Widening of Lamington Road.	(1,225)	20'	2,722	53,320	7,806	671	Incomplete.
	Total ...	.....		2,722	53,320	7,806	671	
	Grand Total ...	13,474'-6"		143,832·96	24,48,714	5,62,719	1,55,510	

* These figures include Rs. 2,895 for Tree plantation, Rs. 3,342 for Tree Guards, Rs. 40,626 for Pipe Sewer on Suparibag Road and Rs. 12,124 for extending Eastern Avenue, North of Dadar Road, which is quite incomplete and the area of which is therefore not shown in this statement. This area will be given when this piece of road is completed.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, *1st July* 1915.

Analysis of Appendices

Completed roads.	Roads handed over to the Municipality.		Roads not handed over to the Municipality.	
	Length.	Area.	Length.	Area.
	Running Ft.	Sq. yds.	Ft.	Sq. yds.
Schedule "C"	12,074 (a) 39	55,175 411	443	1,132
" "D"	17,356 (b) 419	56,652 1,862	...	...
" "E"	4,276 *(4,002)	26,406	...	...
Schemes	34,504 *(1,152)	1,86,168·66	2,900	18,510
Total completed roads ...	†68,668 (13·01 miles)	3,26,674·66	3,343 (0·63 miles.)	19,642
Roads commenced but not completed before 1915-16.				
Schedule "D"	...	...	1,288 *(16,404)	3,912 27,682
Scheme 2	...	...	147	653
" 3	...	...	*(13,638)	20,074
" 4	...	...	662'-6" *(8,810'-6")	21,036
" 5	...	...	3,279	6,418
" 6	...	...	1,070	2,144
" 8	...	...	96 * (2,405)	4,599·96
" 13	...	...	* (318)	707
" 27	...	...	* (3,454)	3,837
" 29	...	...	1,300	5,778
" 31	...	...	1,679	22,129
" 32	...	...	500	1,481
" 33	...	...	110 * (500)	1,018
" 36	...	...	* (1,225)	2,722
Total incomplete roads ...	...	...	10,131'-6" (1·92 miles.)	1,24,190·96
GRAND TOTAL ...	68,668 (13·01 miles.)	3,26,674·66	13,474'-6" (2·55 miles.)	1,43,832·96

(a) *Vide* Scheme 3.
(b) " " 9.

BOMBAY, 1*st July* 1915.

J-3.

J-1 and J-2.

Total.		Cost to end of 1914-15.			Remarks.	
Length.	Area.	Acquisition.	Construction.	Total.		
Ft.	Sq. yds.	Rs.	Rs.	Rs.	† Road Length in R.ft.	
12,556	56,718	7,68,770	2,74,071	10,42,841	128′	204
		4,110	1,320	5,430	80′	10,066
					70′	2,234
17,775	58,514	1,98,291	2,63,405	4,61,696	60′	6,818
					50′	7,284
					40′	39,127
4,276	26,406	...	1,25,311	1,25,311	Under 40′	2,935
					Total ...	68,668
37,404	2,04,678·66	71,04,328	10,26,904	81,31,232		
72,011 (13·64 miles.)	3,46,316·66	80,75,499	16,91,011	97,66,510		
1,288	3,912	13,692	33,663	2,60,583		
(16,404)	27,682	88,020	1,25,208			
147	653	4,000	575	4,575		
(13,638)	20,074	7,38,140	1,30,224	8,68,364		
662′-6″	21,036	1,62,512	1,20,345	2,82,857		
(3,810′-6″)						
3,279	6,418	12,836	22,875	35,711		
1,070	2,144	6,432	11,175	17,607		
96	4,599·96	1,41,343	9,805	1,51,148		
(2,405)						
(318)	707	2,181	1,143	3,324		
(3,454)	3,837	85,300	8,987	94,287		
1,300	5,778	1,50,228	...	1,50,228		
1,679	22,129	55,300	97,881	1,53,181		
500	1,481	10,367	22,903	33,270		
110	1,018	98,558	767	99,325		
(500)						
(1,225)	2,722	53,320	8,477	61,797		
10,131′-6″ (1·92 miles.)	1,24,190·96	16,22,229	5,94,028	22,16,257		
82,142′-6″ (15·56 miles.)	4,70,507·62	96,97,728	22,85,039	1,19,82,767		

*Footpaths not counted.

J. P. ORR, *Chairman,*

City of Bombay Improvement Trust.

APPENDIX K.

(Referred to in para. 3 of Report.)

Details of acquisition work, scheme by scheme.

Scheme No.	Name of scheme.	Total amount of awards.			Corresponding amounts of Land Manager's estimate.			Total area acquired in square yards.		
		Up to 31st March 1914.	During 1914-15.	Up to 31st March 1915.	Up to 31st March 1914.	During 1914-15.	Up to 31st March 1915.	Up to 31st March 1914.	During 1914-15.	Up to 31st March 1915.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Sq. yds.	Sq. yds.	Sq. yds.
1	First Nagpada Improvement Scheme ...	15,33,902	1	15,33,903	12,56,260	1	12,56,261	72,616	186	72,802
2	Princess Street Scheme...	67,27,609	1	67,27,610	59,81,058	1	59,81,059	118,460	18	118,478
3	Sandhurst Road Scheme	82,45,145	*Nil*	82,45,145	74,13,284	*Nil*	74,13,284	248,199	*Nil*	248,199
4	Gamdevi Scheme	12,15,960	*Nil*	12,15,960	10,23,087	*Nil*	10,23,087	181,658	*Nil*	181,658
5	Dadar-Matunga Street Scheme	20,34,106	1,38,963	21,73,069	18,47,862	1,38,820	19,86,682	1,316,537	45,220	1,361,757
6	Sion-Matunga Street Scheme	17,32,634	20,638	17,53,272	15,70,273	20,206	15,90,479	1,542,319	7,526	1,549,845
7	Colaba Reclamation Scheme	13,000	*Nil*	13,000	13,000	*Nil*	13,000	9,152	*Nil*	9,152
8	Mandvi Koliwada Improvement Scheme..	19,80,089	2	19,80,091	17,76,223	2	17,76,225	29,325	51	29,376
9	Sankli Street Extension Scheme ...	17,000	*Nil*	17,000	17,166	*Nil*	17,166	340	*Nil*	340
13	Souter Street Extension Scheme ...	20,786	*Nil*	20,786	11,877	*Nil*	11,877	7,484	*Nil*	7,484
17	Duncan Road P. A. Scheme	38,967	*Nil*	38,967	37,917	*Nil*	37,917	329	*Nil*	329
18	Sheppard Road P. A. Scheme	15,915	*Nil*	15,915	15,915	*Nil*	15,915	1,313	*Nil*	1,313
27	Mathew Road Street Scheme	10,89,009	150	10,89,159	7,96,256	150	7,96,406	47,898	425	48,323
29	Nowroji Hill Improvement Scheme ...	65,52,385	*Nil*	63,52,385	61,79,094	*Nil*	61,79,094	171,561	*Nil*	171,561
30	Street Scheme for extension of Souter Street to meet Arthur Road	69,542	*Nil*	69,542	61,065	*Nil*	61,065	16,909	*Nil*	16,909
31	Parel Street Scheme	39,28,572	27,529	39,56,101	37,02,184	25,588	37,27,772	438,567	3,940	442,507
32	East Agripada Improvement Scheme ...	15,66,059	4,78,823	20,44,882	15,47,947	4,77,873	20,25,820	164,505	26,782	191,287
33	Bhatwadi Improvement Scheme... ...	2,77,855	1,000	2,78,855	2,60,230	1,000	2,61,230	7,227	1,229	8,456
36	Chunam Kiln Road Street Scheme ...	2,22,138	*Nil*	2,22,138	2,06,748	*Nil*	2,06,748	7,493	*Nil*	7,493
37	Sydenham Road Street Scheme ...	45,22,837	17,94,267	63,17,104	45,13,555	17,89,381	63,02,936	31,173	12,201	43,374
41	Undria Street Improvement Scheme ...	*Nil*	3,72,634	3,72,634	*Nil*	3,67,362	3,67,362	*Nil*	4,544	4,544
		4,16,03,510	28,34,008	4,44,37,518	3,82,31,001	28,20,384	4,10,51,385	4,413,065	102,122	4,515,187

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1st *July* 1915.

APPENDIX I.-I.

(Referred to in para. 3 of Report.)

Principal Cases awarded by the Special Collector in 1914-15.

Serial No.	Scheme No.	Case No.	Date on which		Owner's Name.	Area.	Original and subsequent claim.	Trust's Valuation.	Collector's Award.	Remarks.
			Case opened.	Award made.						
						Sq. yds.	Rs.	Rs.	Rs.	
1	5	260	18-11-1907	8-3-1915	Bai Deokabai	5,342	No claim put in before settlement.	42,124	42,000	Settled.
2	„	294 & 294A	3-3-1908	31-3-1915	Bai Jiwibai, widow and administratrix of Purshottam Bhimji.	14,887 1,938	Do.	52,478 3,957	56,500	Do.
3	32	209	15-10-1913	5-5-1914	Joosab Habib Mistry	1,067	Do.	33,567	33,500	Do.
4	„	120	9-6-1913	7-11-1914	Haji Alli Mahomed Jalal Saji.	7,825	Do.	85,769	85,000	Do.
5	„	201	15-10-1913	13-1-1915	Hon'ble Mr. Abdul Husein Adamji Peerbhoy for himself and the other heirs of Sir Adamji Peerbhoy.	2,189	50,296	42,333	42,500	Do.
6	„	69	21-10-1913	16-3-1915	Bai Ladhibai, widow of Purshottam Ebji.	847	No claim put in.	31,257	31,500	Fought out.
7	„	119	9-6-1913	24-3-1915	Tajbhai Thaverbhai	5,718	Do.	54,759	55,000	Settled.
8	37	235	30-7-1912	16-4-1914	Abdulalli Rasoolbhai	290	60,314	56,161	55,700	Do.
9	„	161 & 162	9-5-1913 9-5-1913	21-4-1914 21-4-1914	Nakhoda Mahomed Syed *bin* Nakhoda Gulam Husein Rogay.	217 476	45,813 77,758	38,982 48,100	87,000	Do.
10	„	5	6-3-1912	29-4-1914	Messrs. Haji Vali Mahomed Moti for self and as the duly constituted attorney of Suleman Moti and others.	276	69,569	52,713	52,500	Do.
11	„	213	9-8-1912	1-6-1914	Bai Mulibai *alias* Ajbai, wife of Walji Hira.	322	59,216	43,080	43,250	Do.
12	„	66	15-4-1912	11-6-1914	Haji Joosab Haji Sidik	210	42,005	33,634	33,700	Do.
13	„	281 297 314	5-8-1913 5-8-1913 5-8-1913	12-6-1914 12-6-1914 12-6-1914	Abdul Karim *alias* Abdul Sakur Sk. Bullan.	94 176 156	24,260 66,017 39,637	19,291 48,446 30,477	1,00,000	Do.
14	„	212	13-8-1912	22-7-1914	Bai Walbai, widow and administratrix of Jetha Narsi.	346	60,992	41,377	41,000	Do.
15	„	239	23-7-1912	30-7-1914	Sir Vasanji Trikamji, Kt., and others.	469	80,274	33,394	33,000	Do.
16	„	189	20-9-1912	7-9-1914	Suleman Haji Ismail Chhotani.	403	No claim put in.	32,900	32,900	Do.
17	„	17	14-3-1912	9-10-1914	Messrs. Abdul Tyeb Mahomedalli and others.	180	49,754	34,538	34,500	Do.
18	„	233	30-7-1912	23-10-1914	Abdul Tyeb Chandbhoy.	299	52,057	39,959	39,900	Do.
19	„	46	29-3-1912	17-12-1914	Oomer Haji Alli Suleman and others.	941	2,08,881	1,37,056	1,37,500	Do.
20	„	83	22-4-1912	12-1-1915	Haji Umer Haji Alli Mahomed.	244	61,836	48,593	48,500	Do.

APPENDIX L-1.

Principal Cases awarded by the Special Collector in 1914-15.

Serial No.	Scheme No.	Case No.	Date on which Case opened.	Date on which Award made.	Owner's Name.	Area.	Original and subsequent claim.	Trust's Valuation.	Collector's Award.	Remarks.
						Sq. yds.	Rs.	Rs.	Rs.	
21	37	190	20-9-1912 ...	23-1-1915 ...	Messrs. Vishwanath Parbhuram Vaidya and others.	120	56,023	39,072	39,000	Settled.
22	„	222	7-8-1912 ...	3-2-1915 ...	Ramji Shamji	229	No claim put in.	72,399	72,500	Do.
23	„	267	24-6-1913 ...	5-2-1915 ...	Haji Hasam Haji Joosab.	204	35,240	29,998	30,000	Do.
24	„	271 & 273	24-6-1913 .. 24-6-1913 ...	11-2-1915 ... 11-2-1915 ...	Haji Ahmad Azam Esmail, Receiver.	122 193	22,100 40,000	21,500 30,200	53,000	Do.
25	„	294	18-7-1913 ...	22-2-1915 ...	Mr. Mahomed Ebrahim and others.	238	No claim put in.	33,086	35,000	Do.
26	„	312	19-8-1913 ...	11-3-1915 ...	Nasirudin Mehebubux and others.	93	42,000	41,765	41,000	Do.
27	„	300 & 301	5-8-1913 ... 5-8-1913 ...	15-3-1915 . 15-3-1915 ...	Bai Rahimbai, widow of Abdul Razak Haji Abdul Karim.	204 181	78,500	77,893	76,500	Do.
28	„	140	24-4-1913 ...	26-3-1915 ...	Vali Mahomed Haji Abu.	144	No claim put in.	32,044	32,000	Do.
29	41	38	26-6-1914 ...	13-11-1914 ..	Dawoodbhai Noorbhai Sariya.	283	50,000	32,097	32,000	Do.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

BOMBAY, 1*st July* 1915.

APPENDIX L-2.

(*Referred to in paras.* 3 *and* 4 *of Report.*)

Principal Acquisition Cases taken up in 1914-15.

PRINCIPAL CASES DISPOSED OF IN COURT.

(1) Mr. Abdool Rehman Ebrahim Fitwalla.—Case No. 1, Scheme 32.

As stated in the last Administration Report, this case consisted of 3 chawls and 3 ground-floor houses and 1,110 square yards of vacant building land. The claimant's Engineer's valuation amounted to Rs. 73,618 before the Special Collector, who awarded Rs. 34,154 for this case including the vacant building land at Rs. 5 per square yard. The owner took the case to the Tribunal, and while it was still pending, the Tribunal gave their judgment in Reference No. 2 of 1914, wherein they awarded Rs. 8 per square yard for intermediate land, and Rs. 5½ for a large area of back land close to this case. Under these circumstances it was to the interest of the Trust, to make an offer in settlement of the case, and so save the expense of a long and costly hearing, as the claimant had applied for Reference on eight different points in connection with the valuation of the buildings and vacant land. The Trust accordingly made an offer increasing the rate per square yard for the vacant land from Rs. 5 as awarded to Rs. 6½ per square yard, equal to a total of Rs. 1,665. The award also by an oversight had omitted to provide compensation to the claimant for the materials in the upper part of one of the chawls, which part had been built after Notification. The Trust had agreed to this item before the Special Collector, the value of the materials being put at Rs. 500.

The Trust, therefore, with the sanction of the Land Acquisition Committee, agreed to pay the claimant a sum of Rs. 2,165 over and above the Collector's award of Rs. 34,154, which was roughly an increase of 6½ per cent. on the award; each party to pay their own costs. The Tribunal made an order accordingly.

(2) Raja Bahadur Shivlal Motilal.—Case No. 49, Scheme 32 (East Agripada).

This case, which was being heard before the Tribunal of Appeal at the close of the year 1913-1914, was resumed in April 1914, when both parties addressed the Court at length, the claimant in support of his valuation of Rs. 1,94,786, and the Trust's Counsel in support of the Special Collector's award of Rs. 88,126. The case was closed on 8th April. In May 1914 Mr. Joseph Hall died and a new Government Assessor, Mr. A. E. Mirams, Consulting Surveyor to Government, was appointed in Mr. Hall's place. The point then arose, whether the Tribunal as newly constituted could award on this Reference, or whether the case would have to be heard over again. Fortunately both sides agreed that Mr. Mirams should read the evidence and sign the judgment, which should then be accepted as valid. Judgment was finally given on the 8th July 1914 in favour of the claimant, the Collector's award being increased by Rs. 16,616 to Rs. 1,04,742. The Tribunal increased the Special Collector's values for the front land from Rs. 11 to Rs. 14 per square yard, the 14,211 square yards of back land from Rs. 5 to Rs. 5½ per square yard and the 1,304 square yards of intermediate land from Rs. 7½ to Rs. 8 per square yard; but the Tribunal deducted Rs. 1,760 for the cost of metalling a road which item was not taken by the Special Collector. The Tribunal upheld the Special Collector's award of Rs. 22,476 for the four chawls and expressed their opinion that that amount was liberal. The claimant was given his costs for the Reference with the exception of the first issue, for which each party were ordered to pay their own costs. The claimant's costs were taxed in the usual way by the Taxing Master, and the claimant's Solicitors and Engineers being dissatisfied appealed to the Tribunal for a revision of the Taxing Master's decision. An interesting point arose here, as to whether the Tribunal, having delegated their powers of taxing costs to the Taxing Master, could review the latter's decision. After lengthy arguments on both sides, the Tribunal finally decided that they had power to review the Taxing Master's decision. The appeal was therefore heard, and it was the first appeal from the Taxing Master's decision to be heard since the institution of the Tribunal of Appeal. The Taxing Master had cut down the claimant's bills of costs from Rs. 19,000 to Rs. 13,600, and out of the latter figure he only allowed Rs. 4,100 as party and party costs. Claimant's Counsel appealed on five different points dealing with Solicitors' and Engineer's recognised fees. The Trust were also represented, and expressed the view that if anything the taxation erred on the generous side, but that under the circumstances, they were prepared to accept the Taxing Master's decision, which should not be disturbed, unless it could be shown that there was a distinct error. The Tribunal in their judgment adopted the Trust's view of the case, and decided against the claimant on each of the five points, and upheld the taxation. As however the claimant succeeded in establishing his right of appeal from the Taxing Master's decision, which right was not admitted by the Trust, the Court ordered each party to pay its own costs.

(3) Bai Amibai, widow of Mr. Esmayal Esak.—Case 204, Scheme 32.

As stated in the last Administration Report, the claimant had put in a valuation for Rs. 1,95,399 for this case, and the Special Collector had awarded Rs. 49,655.

The claimant appealed to the Tribunal, and the Reference came on for hearing on the 26th August 1914, when the claimant's Engineer put in a revised valuation for Rs. 76,633 adopting the same basis of valuation as before the Special Collector, *i. e.*, the land was divided into four vacant building plots intersected by a 22½ feet passage, and a fifth plot containing existing chawls.

This was supported by a hypothetical building scheme with a 40 feet road and hypothetical chawls of two and three storeys. The Tribunal threw out this scheme, and the evidence taken went deeply into the demand for land, etc., in this district. The Trust adopted the same

division into five plots and values as before the Special Collector, and supported their valuation by a plotting scheme with a 40 feet metalled road instead of a 22½ feet passage. The case was closed on the 2nd December 1914, and the Tribunal, after visiting the land and the neighbourhood, gave their judgment on the 13th January 1915, and increased the Special Collector's award from Rs. 49,855 by Rs. 447 only. The judgment was on the basis of a plotting scheme with a 40 feet road dividing the front two plots and a 22½ feet road dividing the two rear building plots. On this basis the value awarded by the Tribunal for the four plots of building land came to a lower figure than that of the Special Collector, but the latter's award for the chawls was increased by Rs. 887. The Trust however pointed out that there was a mistake in the area of one of the plots adopted by the Tribunal in their judgment, and this when rectified would bring the judgment to a figure, which was Rs. 1,523½ less than the Special Collector's award. The claimant thereupon offered to accept the Special Collector's award, on the understanding that each party paid their own costs. Owing to the peculiar circumstances of this Reference, and as the claimant was willing to forego her right of appeal to the High Court, the Chairman accepted the claimant's offer. The Tribunal in their revised judgment upheld the Special Collector's award, and by consent each party paid its own costs.

(4) Mr. Sheriarji Rustamji Mistry.—Case 54, Scheme 32.

This was a Buffalo Stable Case in which the Special Collector had awarded Rs. 53,151 as against the Claimant's Engineer's valuation of Rs. 85,760.

The land was held on lease for 21 years, and the lessors and lessee could not agree as to the amount of apportionment. The case was taken to the Tribunal as the claimant also thought the Collector's total award too small.

The hearing of this Reference was adjourned several times, owing to the other References above being in course of hearing, and when the Case was at last called, both claimants appeared and stated that they did not propose to contest the Special Collector's award, and that they had apportioned the compensation money by agreement between themselves.

The Reference was therefore withdrawn.

APPENDIX M-1.

(Referred to in para. 8 of Report.)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay held on the 3rd March 1914.

7. Considered, with reference to Trustees' Resolution No. 113 of 23rd May 1911, and Trustees' Resolution No. 229 of 3rd December 1912, the following letter No. 2313, dated 24th February 1914, from the Deputy Land Manager. (Circular No. 115 of 1914):—

EASTERN AVENUE.

SECTION A.

(Imamwada Road to Grant Road.)

Herewith I have the honour to forward a plan* (Land Manager's No. 28, dated the 21st February 1914) together with estimates* for carrying out this section of the Eastern Avenue as a "Deferred" Street Scheme and in the alternative as an ordinary Street Scheme.

2. The alignment placed before the Trustees in 1912 provided for a road 100 feet in width for the southern portion of this section, gradually widening out at the northern end and reaching the full width of 120 feet, about 300 feet north of Babula Tank Road. The Scheme as now submitted provides for a road 120 feet in width throughout the entire length of the section.

3. It will be remembered that provision has already been made in connection with Scheme 37 for widening to 120 feet so much of Parel Road as lies between its junction with Sydenham Street and Sandhurst Road, the idea being that this section will have to carry not only the traffic coming from Sydenham Street, but also that from Pydhowni *via* Parel Road. The amount of traffic passing along the section now being dealt with will be at least as heavy and probably a good deal heavier than that using the section to the south of Sandhurst Road, and the only justification for reducing the width would lie in an excessive cost of a 120 feet road over a narrower one. The extra cost would be made up of three items—(*a*) acquisition, (*b*) reduction in value of surplus land and (*c*) construction. The last mentioned would not amount to much. It is found that the extra width necessitates the acquisition of only five additional houses which would cost about Rs. 2·22 lakhs, including allowances of 10 per cent. for management and establishment charges and 15 per cent. for compulsory acquisition. The reduction in value of the surplus land would amount to about Rs. 97,000, and allowing a sum, say Rs. 15,000 for cost of construction, the total extra cost of making the road 120 feet in width for its full length would only amount to about Rs. 3·34 lakhs.

4. The estimates* marked A show the cost of dealing with the section as a "Deferred Street Scheme," and those marked B as a "Street Scheme." In both cases it has been assumed that the properties would be acquired at once. The figures relating to the Deferred Street Scheme have been worked out on the assumption that the existing buildings would be kept standing for a period of 10 years, and credit has been allowed for the present value of the rents accruing during that time; the deferred value of the surplus land and materials has also been taken into account. The 15 per cent. payable in respect of acquisition has been added to the cost of acquiring the properties, and so has the deferred cost of engineering works as supplied by the Trust Engineer. No account has been taken of the cost of shifting the position of the tram lines.

5. It will be seen that the present value of the cost of carrying out the Scheme on the basis of a Deferred Street Scheme would amount to Rs. 21,51,100, while as an ordinary Street Scheme it would cost Rs. 24,57,200.

* Not printed.

Considered also the following letter No. 2451, dated 26th February 1914, from the Deputy Land Manager. (Circular No. 116 of 1914) :—

THE EASTERN AVENUE.

SECTION B.

(Grant Road to Clare Road.)

Herewith I have the honour to forward a plan,* Land Manager's No. 33, dated 26th February 1914, together with estimates* for carrying out this section of the Avenue as an ordinary Street Scheme.

2. As a result of negotiations with Government regarding the absorption of part of the J. J. Hospital Compound into the road (*vide* Trustees' Resolution No. 228, dated 3rd December 1912), the alignment of that portion of the Avenue lying between Sheppard Road and Dick's Tank has been shifted very slightly to the East, otherwise the line remains much the same.

3. The result of the negotiations with Government regarding the J. J. Hospital is briefly as follows :—

Government will give up the land required free of charge, provided the Trust will (*a*) acquire and hand over to Government for the Hospital the area of Dick's Tank remaining after the road is widened, (*b*) demolish and reinstate the Western Wing of the Students' Hostel and (*c*) reinstate the compound wall. A copy of Mr. Rieu's letter*, dated the 18th December last, is forwarded herewith, and is marked B. A separate report is being submitted dealing with this letter.

4. At the northern end of this section, *i.e.*, at the junction of Parel, Clare and Haines Roads, a considerable area has been included—much of this consists of vacant land and its inclusion is necessary for widening out Clare Road to the Municipal set-back line—incidentally we shall obtain a very much better shaped building site than under the old arrangement.

5. The estimates show that the gross outlay on this section of the avenue is expected to amount to about Rs. 14,76,000 and the loss to about Rs. 12,68,000. The loss is large in comparison with the outlay, but this is due to the fact that there is very little surplus land to dispose of. The cost of shifting the tram lines has not been taken into account.

The Chairman reviewed the orders of the Board to date as to the widths of the different sections of the Eastern Avenue and explained briefly, with the aid of the plans, the effect of the Deputy Land Manager's proposals.

Consideration of the matter was then postponed in order that the papers in both cases might be fully circulated.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 10th March 1914.

5. Resumed consideration, with reference to item 7 of the proceedings of the Board, dated 3rd March 1914, of the question of widening Parel Road in the Eastern Avenue, Section A (Imamwada Road to Grant Road) and Section B (Grant Road to Byculla Bridge).

Considered the following letter No. 9250, dated 18th December 1913, from Secretary to Government, General Department, and the following report No. 2543, dated 28th February 1914, from the Deputy Land Manager :—

I am directed to refer to your letter No. 9378, dated the 10th December 1912, enquiring whether Government are willing to permit the absorption of a part of the J. J. Hospital Compound for the widening of the Parel Road.

2. In reply I am to state that Government have been advised that the adoption of the proposed alignment would completely spoil the amenities of the College hostel and that, in order to avoid such a result, it is necessary that a space of at least 16′ should be left between the Eastern edge of the projected road and the plinth of the hostel verandah. This can be

* Not printed.

effected either by shifting the alignment of the projected road 16' away from the hostel or by removing the hostel a similar distance away from the road. Government understand that the first alternative would involve a complete change for the worse of the general alignment of the road and the acquisition by the Trust of a considerable portion out of the Police Hospital site on the West of Parel Road. The second alternative will necessitate the demolition of the whole of the West wing of the hostel, excepting the staircase and the one room adjoining it and the addition of an extra storey to the remaining portion of the building in order to make up for the lost accommodation.

3. On the assumption therefore that, having regard to the considerations set forth above, the Board will prefer the second alternative, I am directed to state that Government are prepared to make a *free grant* to the City Improvement Trust of that portion of the J. J. Hospital compound which is required for absorption in the contemplated road, provided that, that body agree to the following conditions :—

(1) That the Trust will bear the entire cost of dismantling and reinstating the hostel which has been roughly estimated at Rs. 52,288.

(2) That the Trust will rebuild the compound wall of the Hospital in its new position.

(3) That the Trust will *acquire* the whole of Dick's Tank Garden instead of merely that portion of it which is required for the Parel Road Scheme and will make over to Government for inclusion in the Hospital compound the portion of it which will be left to the East of the widened road.

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2. On the 3rd December 1912 the Trustees, in their Resolution No. 228, decided to approach Government with a view to ascertaining whether Government had any objection to the absorption of a portion of the compound of the J. J. Hospital for the widening of Parel Road and a plan showing the Board's proposals was sent to Government.

3. The plan showed that the Eastern boundary of the road would come to within four feet of the Students' hostel and as the then Principal of the Grant Medical College was of opinion that this would be too close alternative proposals for altering the alignment were thought out. It was found that if the road were placed further to the West it would be necessary to acquire two properties in Scheme I, a part of the compound of the Police Hospital, two houses to the North of the last mentioned building and also a part or the whole of the school attached to the Synagogue. Shifting the road slightly to the East necessitated the demolition of at all events a portion of the Students' hostel and encroaching slightly further on the premises belonging to Messrs. Richardson and Cruddas. On the other hand it rendered it unnecessary to acquire any portion of the school attached to the Synagogue. Meetings were then held on the spot with the Surgeon-General with the Government of Bombay and with Messrs. Richardson and Cruddas. It was eventually found that it would be cheaper and more satisfactory to move the road to the East and the line as finally fixed is shown on the plan* forwarded with this office No. 2451, dated the 26th instant, a copy of which is sent herewith.

4. Government have now intimated that they are prepared to make a free grant to the Trustees of that portion of the J. J. Hospital compound required for the absorption in the road on the following conditions :—

(1) the Trust to bear the whole cost of dismantling and reinstating the Hostel the cost of which has been roughly estimated at Rs. 52,288 ;

(2) the Trust to reinstate the compound wall of the Hospital ; and

(3) the Trust to acquire and to hand over to Government for inclusion in the Hospital compound that portion of Dick's Tank Garden lying to the East of the contemplated widening.

5. The Trust Engineer will be able to say whether the cost of dismantling and reinstating the Hospital is likely to exceed the sum mentioned.

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* Not printed.

6. The Board would have to rebuild the compound wall in any case.

7. The approximate area of Dick's Tank Garden lying to the East of the widened road is 1,961 square yards. This at Rs. 30 per square yard would amount to Rs. 58,830.

8. The area of the Hospital compound required for widening the road is about 6,102 square yards.

9. From the figures given above it will be seen that the cost per square yard to the Board of the land to be surrendered by Government would amount to about Rs. 18·21. This settlement is very much in favour of the Board and acceptance is recommended.

Read also the following precis on the subject (Circular No. 121 of 1914) :—

The Eastern Avenue

Consists of 4 Sections as under :—

1st Section—From Crawford Market to Sandhurst Road.

2nd Section—From Sandhurst Road to Lalbaug.

3rd Section—From Lalbaug to Vincent Road.

4th Section—From Vincent Road to Sion Causeway.

2. The 1st Section is represented by Scheme 37 which was sanctioned by Government in Government Resolution No. 7230 of 20th December 1911 reproduced in Trustees' Resolution No. 7 of 1912—width 100′.

3. The 3rd Section is represented by Scheme 31 which was sanctioned by Government in Government Resolution No. 820 of 11th February 1908, reproduced in Trustees' Resolution No. 50 of 1908. The width as regards this Section is 120′ from Lalbaug to Elphinstone Road, and 150′ from Elphinstone Road to Vincent Road.

4. The 4th Section represents Schemes 5 and 6, width 150′ throughout. *Vide* Trustees' Resolution No. 265 of 6th December 1910.

5. The width of the 2nd Section still remains to be decided though it has long been under the consideration of the Board. In Trustees' Resolution No. 265 of 6th December 1910, the Board decided that Government should be informed that given the necessary financial assistance the Board would make the Parel Road at least 100′ wide. *Vide* also this office letter No. 191 of 10th January 1911 to Government. The Board received a grant of Rs. 50 Lakhs in April 1911, and the matter came up for consideration again in 1912.

6. The Engineer in his No. 4459 of 1st July 1912 suggested that the Eastern Avenue should be 100′ broad from the Crawford Market to a point about 100 yards South of Grant Road and be gradually increased to 120′ about 100 yards north of Grant Road and retain that width up to Elphinstone Road. The proposal was supported by the Chairman and was before the Board from July to December 1912 when in Trustees' Resolution No. 228 of 3rd December 1912 the Chairman was requested to inform Government that in the course of preparing a scheme for broadening Parel Road the Board's officers have decided on the lines shown in Land Manager's plan No. 45 of 8th October 1912 as those on which the widening can most economically be carried out and to ask Government to consent to the absorption of part of the J. J. Hospital compound into the road as shown in the plan. In reply to our No. 9398 of 10th December 1912 Government have written to say that Government will give up the land required free of charge provided the Trust will (*a*) acquire and hand over to Government for the Hospital the area of Dick's tank remaining after the Road is widened, (*b*) demolish and reinstate the Western wing of the Students' hostel and (*c*) reinstate the compound wall. The Board are apparently now in a position to resume consideration of the subject in continuation of Trustees' Resolution No. 228 of 3rd December 1913.

7. This, the 2nd section of the Avenue (a portion of which forms the subject-matter of the Deputy Land Manager's reports now under consideration) is, I gather, to be divided into 5 sub-sections. The papers under circulation refer to two of these—

A. Memonwada to Grant Road.

B. Grant Road to Byculla Bridge.

8. The Board have yet to make a scheme or schemes for this, the 2nd Section of the Avenue.

RESOLUTION No. 53.—Referred to Improvements Committee.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 31st March 1914.

11. Considered with reference to Trustees' Resolution No. 53 dated 10th March 1914, the following Report of the Improvements Committee No. 1 dated 19th March 1914 :—

The Eastern Avenue.—Sandhurst Road to Byculla Bridge.

1. We have considered the matters referred to us under Trustees' Resolution No. 53 dated the 10th instant.

2. The majority of us (Mr. Wacha alone dissenting) approve of the proposals for widening Parel Road as shown on the two plans* (Land Manager's Nos. 28 and 33 dated February 21st, 1914, and February 26th, 1914, respectively), and recommend that they should be carried out by means of a single Street Scheme, instead of partly by a deferred Street Scheme and partly by a Street Scheme. In coming to this decision we are influenced by our opinion that the road requires widening to 100′ as soon as possible, that it will probably need widening to 120′ as traffic increases within the next 10 years, and that it would be impolitic if not impracticable to widen it by 35′ now and 10 years later by another 20′, and by the fact that the extra loss involved in making the road at once 120′ instead of 100′ broad is only 4·69 lakhs, (*i.e.*, about 15·5 per cent. on the loss on the smaller Scheme), which is a comparatively small sum to pay for the extra convenience to public traffic.

3. We also recommend the Board to accept the terms on which Government in their letter No. 9250, dated the 18th December last, agree to the absorption of a portion of the compound of the J. J. Hospital in the Eastern Avenue.

Sir Ibrahim Rahimtoola, agreeing with Mr. Wacha that a width of 120′ was not justified by present needs and that the scheme made too great a demand upon the Board's present resources, was of opinion that consideration should be deferred till it was known definitely how far the Board's resources are to be supplemented under the proposals now before Government and that in the meantime the Chairman should ascertain and report how far the cart traffic along the Parel Road will be affected by the transfer of the cotton green to Sewri and the construction of the Harbour Branch Railway.

After some further discussion, consideration was postponed as it was then past 5 p.m.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 7th April 1914.

7. Resumed consideration, with reference to Item No. II of the proceedings of the Board, dated 31st March 1914, of the Report of the Improvements Committee, No. I, dated 19th March 1914, on the question of widening of Parel Road in the Eastern Avenue, Section A (Imamwada Road to Grant Road) and Section B (Grant Road to Byculla Bridge).

Considered also the minute, dated 2nd April 1914, by Chairman on this subject. (Circular No. 195 of 1914.)

Read also the note by Mr. R. J. Kent, dated 4th November 1912, on the 2nd Section of the Eastern Avenue Sandhurst Road to Lal Bagh. (Circular No. 198 of 1914.)

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* Not printed.

The Chairman explained with the aid of a map how the several roads connecting with Eastern Avenue feed the traffic along it and spoke of the necessity for providing for the needs not only of the present, but also of the near future. He quoted Trustees' Resolution No. 265 of 1910 which is as follows :

"The Board hereby decide on the construction of the Eastern Avenue as follows :—

Through Schemes 5, 6 and 31, southwards to Elphinstone Road ... 150' broad.

Thence southwards to Lal Bagh in Scheme 31 ... ... 120' „

Government should be informed that the Board have so decided on the assumption that sufficient funds will be placed at their disposal to enable them to continue the road southwards to Crawford Market with a width of at least 100 feet throughout."

He proposed the following Resolution :—

"The Report is adopted.

2. The Board are of opinion that for the purpose of increasing the existing means of communication and facilities for traffic within the City of Bombay it is expedient to alter Parel Road between Sandhurst Road and Byculla Bridge.

3. The Scheme, as estimated for in Statement B appended to Deputy Land Manager's report No. 2313 of 24th February 1914 and in the Statement appended to his report No. 2451 of 26th February 1914 and as shown in Land Manager's plans Nos. 28 of 21st February 1914 and 33 of 26th February 1914, is approved and should be notified as required by section 32 of the Act."

As an amendment Sir Ibrahim Rahimtoola moved the following :—

That the consideration of the scheme for widening Parel Road from Sandhurst Road to the Byculla Bridge to 120 feet be postponed until such time as the additional resources promised by Government to the extent of about 4½ lakhs per annum are actually obtained.

That in the meantime, the Chairman be requested to submit a report—

(1) embodying estimates of the total loss involved in the widening of Parel Road from Sandhurst Road to Lal Bagh to a width of 120 feet;

(2) embodying estimates of the additional loss involved in carrying out the East Agripada Improvement Scheme as originally notified before the area comprised therein was reduced for want of adequate resources;

(3) embodying approximate estimates of the total loss involved in carrying out improvement schemes for each of the represented areas;

(4) shewing the extent of traffic passing over Parel Road from Sandhurst Road to the foot of Byculla Bridge and from the northern approach of the Byculla Bridge to Lal Bagh giving details mentioned in paras. 5 and 6 at each of the following four points, *viz.* :—

(*a*) some point between Sandhurst Road and Grant Road preferably the site of the property which was intended to be acquired for a Police accommodation scheme;

(*b*) some point between the old head police office and the foot of the Byculla Bridge;

(*c*) some point between the northern approach of the Byculla Bridge and the Victoria Gardens;

(*d*) some point between the Dinsha Petit Mills and Lal Bagh.

(5) the number of vehicles passing north during 24 hours, shewing (*a*) the number of motor-cars, (*b*) horse-drawn carriages, (*c*) bullock-carts conveying cotton bales, (*d*) bullock-carts conveying other goods, and (*e*) recklas;

(6) the number of vehicles passing south during 24 hours, shewing (*a*) the number of motor-cars, (*b*) horse-drawn carriages, (*c*) bullock-carts conveying cotton piece-goods and yarns, (*d*) bullock-carts conveying other goods, and (*e*) recklas;

(7) stating the maximum and minimum widths of Parel Road between Sandhurst Road and Byculla Bridge and between the northern approach of Byculla Bridge and Lal Bagh.

After discusssion the amendment was put to the vote and declared *lost*.

Sir Ibrahim Rahimtoola having demanded a poll, the following was declared :—

For the Amendment.	*Against the Amendment.*
Sir Bhalchandra K. Bhatwadekar.	Major-General Gorringe.
Sir Ibrahim Rahimtoola.	Mr. Sprott.
Mr. Wacha.	Mr. Sale.
Mr. Gamudia.	Mr. Whyte.
	Sir Sassoon David.
	Major Hepper.
	Mr. Tod.
	Mr. Clayton.

Mr. Gamudia then moved the following as amendment to the Chairman's proposition :—

"That the consideration of the scheme for widening Parel Road from Sandhurst Road to the Byculla Bridge to 120 feet be postponed until such time as the additional resources promised by Government to the extent of about 4½ lakhs per annum are actually obtained."

The amendment having been put to the vote was declared *lost*.

A poll having been demanded, the following was declared :—

For	*Against*
Sir Bhalchandra K. Bhatwadekar.	Major-General Gorringe.
Sir Ibrahim Rahimtoola.	Mr. Sprott.
Mr. Wacha.	Mr. Sale.
Mr. Gamudia.	Mr. Whyte.
	Sir Sassoon David.
	Major Hepper.
	Mr. Tod.

The Chairman and Mr. Clayton did not vote.

The original proposition being put to the vote was declared *carried*.

A poll being demanded, the following was declared :—

For	*Against*
Major-General Gorringe.	Sir Bhalchandra K. Bhatwadekar.
Mr. Sprott.	Sir Ibrahim Rahimtoola.
Mr. Sale.	Mr. Wacha.
Mr. Whyte.	Mr. Gamudia.
Sir Sassoon David.	
Major Hepper.	
Mr. Tod.	
Mr. Clayton.	

It was accordingly resolved :

RESOLUTION No. 80.—The report is adopted.

2. The Board are of opinion that for the purpose of increasing the existing means of communication and facilities for traffic within the City of Bombay it is expedient to alter Parel Road between Sandhurst Road and Byculla Bridge.

3. The scheme as estimated for in Statement B appended to Deputy Land Manager's report No. 2313 of 24th February 1914 and in the Statement appended to his report No. 2451 of 26th February 1914 and as shown in Land Manager's plans Nos. 28 of 21st February 1914 and 33 of 26th February 1914 is approved and should be notified as required by Section 32 of the Act.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 4th August 1914.

14. Considered, with reference to Trustees' Resolution No. 80, dated 7th April 1914, regarding the Eastern Avenue, the following letter No. 2661, dated 21st July 1914, from the President, Municipal Corporation. (Circular No. 389 of 1914.)

With reference to your office letter No. 4934, dated the 14th instant, intimating that the three months prescribed by Section 27 (1) (*a*) of the Trust Act for any representation the Corporation may think fit to make with regard to the Parel Road (Central) Street Scheme will expire on the 22nd instant, I have the honour, by desire of the Committee of the Corporation to whom the Scheme has been referred for consideration and report, to state for the information of the Board that the Committee have made an *ad interim* report which will be placed before the Corporation at their meeting on Thursday next, the 23rd instant, and to express the hope of the Committee that the Board will be so good as to await the Corporation's representation before submitting the Scheme to Government.

Read also the following letter No. 2739, dated 23rd July 1914, from the President, Municipal Corporation:—

In continuation of my letter No. 2661, dated the 21st July 1914, relative to the Improvement Trust's Parel Road (Central) Street Scheme, Scheme No. 43, I have the honour, by desire of the Municipal Corporation of Bombay, to state for the information of the Board that the Corporation are unable to make any recommendation in regard to the Scheme as there is nothing before them on which they can form any opinion as to the desirability of undertaking the Scheme at the present stage of the Trust's operations in preference to long delayed improvement of insanitary areas represented by the Commissioner. I am, therefore, to request that the Trust will be so good as to favour the Corporation with all available data concerning the existing width of the street at different points, the amount and character of the traffic on the road and other details on which the Board appear to have considered it expedient to form the Street Scheme with a view to providing building sites for the expansion of the City or remedying the defective ventilation of any part of the City or with a view to creating new or increasing the existing means of communication and facilities for traffic. The Corporation find that the Board contemplates notifying within a short time another Scheme in respect of widening the Parel Road from Byculla Bridge to Lal Bagh to a width of 120 feet. They, therefore, desire that they may be allowed reasonable time to make their representation in regard to both the Schemes which deal with the widening of the same road. I am to request that the Board will be so good as to accede to this request or that they will at least await the Corporation's representation with respect to the Scheme under reference before submitting it to Government. On receipt of the data asked for by the Corporation they will proceed to consider the matter and submit their representation as expeditiously as possible.

Read also the following minute, dated 27th July 1914, by the Chairman on the subject:—

* * * * *

I think we should furnish such information as we have on the points referred to and I see no objection to taking a count of the traffic for a few days at various points on the road, both in the Central and the Northern sections.

It will probably be convenient to forward both schemes (Central and Northern) to Government for sanction at the same time; Government at any rate are likely to consider both together. So we need not press the Corporation for their representation in regard to the Central Scheme until the Northern Scheme also is ready for them to deal with.

RESOLUTION No. 176.—The Chairman's suggestions are approved.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 7th July 1914.

6. Read the following letter No. 6727, dated 8th June 1914, from the Deputy Land Manager. (Circulars Nos. 334 and 349 of 1914):—

The Eastern Avenue, Byculla Bridge to Lal Baug.

Herewith I have the honour to forward two plans* (Land Manager's Nos. 94 and 95, both dated 4th June 1914) together with estimates for carrying out the above Section of the Eastern Avenue by means of an ordinary Street Scheme. The length of this Section is about 6,760 feet.

2. The Scheme provides for the construction of a road of the same width (*viz.*, 120 feet) as that adopted for the Central Section of Parel Road which lies between Sandhurst Road and Byculla Bridge (Scheme No. 43). As many of the properties lying within the represented area known as " Tulsirampada " are cut by the line of road a considerable portion of this area is included within the limits of the scheme.

3. Provision is made for the completion of the 40 feet road joining the foot of the Northern approach to Chinchpoogly Bridge with Parel Road which the Municipality are endeavouring to carry through by means of set-backs. It is desirable that this road should be completed at an early date as the closing of the Western end of Kalachowky Road has rendered it necessary for carts conveying coal and other material to the Mills lying to the West of the G. I. P. Railway to make use of the Chinchpoogly Bridge.

4. As all but two properties required for widening that portion of Arthur Road lying to the North of the approach to Chinchpoogly Bridge have to be acquired in connection with the Eastern Avenue provision has been made for including in the Scheme area the two properties referred to and it will thereby be possible to widen out this portion of Arthur Road to 80' and so complete the approach to the Bridge.

5. The line of road has been fixed so as to obviate the acquisition of all buildings used for religious purposes with the exception of the small Wesleyan Church which lies just to the South of Victoria Gardens. Provision has been made in the estimates for reinstating this Church and the School attached thereto on a suitable site.

6. The estimates show that the gross outlay on acquisition including 10 per cent. for management and establishment charges will amount to Rs. 70,77,000 while the cost of works also including the usual 10 per cent. will amount to Rs. 10 lakhs. The gross outlay on this section of the Scheme will therefore amount to Rs. 80,77,000 and as the recoupment will amount to Rs. 20,39,600 the loss will amount to Rs. 60,37,400.

7. The above figures do not provide for shifting the tram lines or widening Byculla Bridge.

Estimates.

Cost of acquisition	Rs.	64,33,660	
Add—			
10 per cent. for Management and Establishment charges ... ... ∴	,,	6,43,366	
	Rs.	70,77,026	
		Say ...	Rs. 70,77,000
Works	Rs.	9,09,120	

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* Not printed.

Add—			
10 per cent. as above	Rs.	90,912	
	Rs.	10,00,032	
Say ...			Rs. 10,00,000
Total Outlay ...			Rs. 80,77,000
Less—			
Recoupment			„ 20,39,600
Loss—Exclusive of Interest and Sinking Fund Charges			Rs. 60,37,400

Statement of Areas.

	Sq. yards.
Total area included in the Scheme	160,603
Roads, passages and service passages	97,587
Set forwards	3,019
Area available for leasing	59,997
Total ...	160,603

Read the following minute by the Chairman, dated 17th June 1914 :—

* * * * *

2. The lines of the proposed 120′ road have been finally decided on after long and careful consideration of various alternatives and are, I think, the best available.

3. Outside the proposed roadway little has been taken into the Scheme except where as in Tulsirampada there are insanitary houses just off the road I would recommend the Board to approve the proposed limits of the scheme.

4. The one point I feel doubtful about is whether the scheme should as proposed by the Deputy Land Manager be an ordinary street scheme or a deferred street scheme. The widening of this section to 120′ *might* without serious inconvenience to traffic be deferred longer than the widening of the section South of Byculla Bridge, because Delisle Road feeds the latter and relieves the former; but a 65′ section 1¼ miles long between two 120 sections would be an anomaly and should be avoided if possible; so unless a deferred street scheme offers distinct financial advantages I am not inclined to recommend it. In this section the bulk of the land to be acquired is open land; and I am afraid we shall rather lose than gain by deferring acquisition as the value of the land will probably rise and the owner will hold on to it and force us to pay the extra 15 per cent.

5. If we substitute a deferred street scheme for the ordinary street scheme prepared by the Deputy Land Manager we shall have to slightly contract the limits of the scheme as we cannot include properties which lie wholly outside the road lines. Perhaps we might take up Tulsirampada as a separate Improvement Scheme.

6. I am having an alternative estimate for a deferred street scheme prepared, and I hope it will be ready by the time this comes before the Board for consideration.

7. The estimated loss on the central section of Parel Road (Scheme 43) is 37 lakhs. The loss on the northern section is 60 lakhs. The total 97 lakhs is just within our means, the 95 lakhs of the 1913 forecast having been increased by 3 lakhs, the improvement in actuals (7 lakhs) for 1913-14 over forecast (4 lakhs).

Read the following Memo. No. 7524, dated 27th June 1914, from the Deputy Land Manager :—

Parel Road (Northern) Street Scheme.

I do not advocate carrying out this Section of the Eastern Avenue by means of a Deferred Street Scheme for the following reasons:—

(*a*) Much of the property to be acquired South of Kala Chowki Road consists of vacant land and in order to obviate claims for severance and to obtain the

* Not printed.

benefit of Section 49 (1) of our Act the land acquired must be added to the road as soon after acquisition as is reasonably possible. No temporary revenue therefore would be receivable from these lands as a set-off against the 15 per cent. which the Board would in all probability have to pay under a Deferred Street Scheme.

(*b*) The only two sections in which any considerable amount of revenue would be receivable are (*i*) between Byculla Bridge and Victoria Gardens and (*ii*) between Kala Chowki and Lalbaug and in both these sections the road requires widening *now*—the second section also includes the widening of Arthur Road from Chinchpoogli Bridge northwards and the 40 feet road joining the approach to the Bridge with Kala Chowki. In order to recoup the extra 15 per cent. payable on these two sections it would be necessary to hold all the properties for an average period of 6 years after acquisition and allowing for unavoidable delays a period of 8 or 10 years would elapse before the widening was completed.

The Chairman in introducing the subject stated that the Board had already sanctioned in Trustees' Resolution No. 80, dated 7th April 1914, a width of 120′ for the portion of the Eastern Avenue between Sandhurst Road and the Southern approach to Byculla Bridge and that they had now to decide the width of the northern section from Byculla Bridge to Lalbaug.

Sir Ibrahim Rahimtoola pointed out that almost the entire capitalized value (*viz.*, Rs. 300 lakhs) of the Municipal Contribution is proposed to be hypothecated to this one road in the City to the detriment of improvement schemes which are pressing for immediate attention on the part of the Board. He next read Section 30 of the Act and urged that as the Board had had no traffic statistics before them they could not be said to have satisfied themselves that it is necessary to widen this part of the Parel Road as proposed. He had, he said, recently observed that there was very little motor or horse-drawn vehicular traffic on this road, and he was of opinion that the present heavy cart traffic would diminish on the removal of the Cotton Green to the Mazagon-Sewri Reclamation. He then invited attention to section 23 of the Act and to the duties imposed on the Board by that section both before and after the recent amendment of 1913 and urged the Board to undertake the improvement of the more insanitary areas already represented by the Municipal Commissioner.

After some further discussion, it being then past 5-15, consideration of the matter was postponed.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 21st July 1914.

2. Resumed consideration, with reference to item 6 of the Proceedings of the Meeting of the Board held on the 7th instant, of the question of carrying out the Northern Section (Byculla Bridge to Lalbaug) of the Eastern Avenue by means of an ordinary Street Scheme.

After considerable discussion the Chairman moved the following proposition :—

"Referred to the Improvements Committee."

Sir Ibrahim Rahimtoola moved the following amendment :—

"That the scheme be referred to the Improvements Committee for report as to whether in view of the discussion at the Board meeting this scheme should be undertaken before some of the Improvement Schemes in regard to represented areas are taken up."

The amendment being put to the vote was *lost*, 3 voting *for* and 9 *against* it.

Sir Ibrahim Rahimtoola then moved the following further amendment :—

"1. Consideration of the Scheme be postponed.

2. In view of section 30 of the Improvement Trust Act and to enable the Board to form an opinion as to the desirability of further widening this street the Chairman be requested to obtain the following information and submit the same to the Board :—

(1) Showing the extent of the traffic passing over Parel Road from Byculla Bridge to Lal Baug including details mentioned in the 2 following paras. (i and ii) at 4 suitable points on the road alignment :—

(i) the number of vehicles passing north during 24 hours, showing the number of (*a*) motor cars, (*b*) horse-drawn carriages, (*c*) bullock carts conveying cotton bales, (*d*) bullock carts conveying other goods, and (*e*) recklas ;

(ii) the number of vehicles passing south during 24 hours, showing the number of (*a*) motor cars, (*b*) horse-drawn carriages, (*c*) bullock carts conveying cotton piece-goods and yarns, (*d*) bullock carts conveying other goods, and (*e*) recklas.

(2) Stating the maximum and minimum widths of Parel Road between Sandhurst Road and Byculla Bridge and between the northern approach to Byculla Bridge and Lalbaug."

The amendment being put to the vote was *lost*. A poll was demanded with the following result :—

For	*Against*
Sir Bhalchandra K. Bhatawadekar, Kt.	Sir Frederick L. Sprott, Kt.
Sir Ibrahim Rahimtoola, Kt., C.I.E.	Mr. Simcox.
Mr. Wacha.	Mr. Whyte.
Mr. Gamudia.	Sir Sassoon David, Bart.
	Mr. Rumboll.
	Mr. Tod.
	Mr. Cadell, C.I.E., I.C.S.
	Sir Vithaldas D. Thackersey, Kt.

The Chairman did not vote.

Before the original proposition was put to the vote, Sir Vithaldas D. Thackersey observed that the Improvements Committee should furnish information in their report on the following points :—

(1) The cost of taking up Tulsirampada as a separate scheme.

(2) The cost of an ordinary street scheme for the portion of the proposed section of the Eastern Avenue running through Tulsirampada and all vacant lands.

(3) The cost of a deferred street scheme for the remaining portion of the proposed section of the Eastern Avenue running through other land and buildings in the scheme.

The Chairman having undertaken to furnish the desired information to the Committee, the original proposition was put to the vote and was *carried*.

A poll was demanded with the following result :—

For	*Against*
The Chairman.	
Sir Frederick L. Sprott, Kt.	Sir Bhalchandra K. Bhatawadekar, Kt.
Mr. Simcox.	Sir Ibrahim Rahimtoola, Kt., C.I.E.
Mr. Whyte.	Mr. Wacha.
Sir Sassoon David, Bart.	Mr. Gamudia.
Mr. Rumboll.	
Mr. Tod.	
Mr. Cadell, C.I.E., I.C.S.	
Sir Vithaldas D. Thackersey, Kt.	

It was accordingly resolved—

RESOLUTION No. 162.—Referred to the Improvements Committee.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 6th October 1914.

6. Considered the following Report of the Improvements Committee, No. 3, dated 19th September 1914:—

Parel Road Northern Street Scheme and the Tulsirampada represented area.

1. We have considered the matters referred to us under Trust Resolutions Nos. 162 and 163, dated the 21st July 1914.

2. The majority of us (Mr. Wacha and Sir Bhalchandra Krishna dissenting) are of opinion that the northern section of Parel Road should be widened to 120 feet, the alignment being as shewn on the plans* (Land Manager's Nos. 95 of 4th June 1914 and 146 of 5th September 1914), which accompany this Report. Our reasons for adopting the 120 feet width are the same as were stated when we recommended the Board to widen the central section to 120 feet, which recommendation has been adopted by the Board.

3. The following are the alterations that we propose in the scheme as originally prepared:—

(*a*) We consider that the alignment should be as shown in chain lines in yellow opposite the Dinshaw Petit Mills.

(*b*) We propose to include a portion of the Tulsirampada represented area in the scheme. The Municipal Commissioner lays great stress on the need for constructing a cross road, 40 feet broad, from Parel Road to meet the north-east approach of the Arthur Road overbridge. Although the inclusion of the area referred to and the construction of the cross road are not essential to the Parel Road Scheme, we are of opinion that they should be included therein. The cross road is urgently required, and if the Trust do not make it, the Municipality will have to do so, and that at once. By taking up the few intervening properties, we shall be able to secure an improved development at comparatively slight additional outlay (net loss roughly estimated at ¾ lakh). As regards the remainder of the represented area, *i.e.*, the portion lying south of the proposed cross road, we are of opinion that its sanitary defects are not such as to justify the Board in dealing with it in preference to other represented areas, which are more urgent, and which the Board has not yet seen its way to take up.

(*c*) At the south end of the scheme we propose to include the whole of the Guzri Bazar represented area. The original alignment took only the frontage, *i.e.*, the most costly portion of this slum. By taking up the back land we shall secure a greatly improved development for our property fronting on the widened Parel Road. We are also enabled to shift the line of the road more to the west, thus avoiding the acquisition of the important block of buildings on the other side of the road known as Alexandra Terrace. The additional cost of taking up the whole of the Guzri Bazar represented area is estimated to be 2¾ lakhs. We consider that this opportunity should not be lost of dealing with a very insanitary area at a comparatively small loss.

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On the motion of the Chairman, it was resolved—

RESOLUTION No. 226.—The Report is adopted.

2. The Board are of opinion that for the purposes of increasing the existing means of communication and facilities for traffic within

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* Not printed.

the City of Bombay it is expedient to alter Parel Road between Byculla Bridge and Lalbag.

3. The scheme as shown on Land Manager's plans, Nos. 95 and 146, dated 4th June 1914 and 5th September 1914, is approved and should be notified as required by section 32 of the Act.

Note.—Mr. Wacha and Sir Bhalchandra did not vote on the motion.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 27th October 1914.

3. Considered, with reference to Trustees' Resolution No. 226, dated 6th October 1914, the following letter No. 12230, dated 26th October 1914, from the Deputy Land Manager :—

Parel Road (Northern) Street Scheme.

With reference to your No. 7024 of the 10th instant, I have the honour to observe that as the plans quoted in Trustees' Resolution No. 226, dated the 6th instant, show the alternative alignment of the road, it would be better if a further Trustees' Resolution were passed, quoting the numbers of plans showing only the alignment approved of by the Board. The two plans* (Nos. 166 and 167, dated 26th October 1914) sent herewith show the correct alignment.

2. I also forward herewith a copy of the estimates* which allow for the inclusion of the remainder of the represented area known as Guzri Bazar. As a result of a further and more detailed examination of the properties included in the scheme the estimated cost of acquisition, including the customary allowance of 10 per cent. for management and establishment charges, has been put at Rs. 67,17,700. The recoupment is estimated at Rs. 20,14,100.

3. The cost of works is put at ten lakhs as in the original estimate.

* * * * * *

RESOLUTION No. 236.—The scheme as now indicated on Land Manager's plans Nos. 166 and 167, dated 26th October 1914, which embodies the recommendation made in the Improvements Committee's Report No. 3, dated 19th September 1914, adopted by Trustees' Resolution No. 226, dated 6th October 1914, is approved and should be notified as required by sections 27 and 32 of the Act.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 6th October 1914.

7. Considered the following papers underlying Circular No. 504 of 1914 :—

(*a*) Letter No. 276/1, dated 2nd September 1913, from the Agent, G. I. P. Railway Co.

Renewing Girders of Byculla Road Overbridge.

I beg to inform you that it is reported that the girders of the Byculla Overbridge require renewal, and it will be necessary to take steps at an early date to replace them by new girders of stronger type.

2. So far as the Railway is concerned no alteration of the design of the bridge is proposed, since it is not intended to increase the number of tracks under the bridge.

3. It has been suggested, however, that since the bridge lies on the route of the proposed Eastern Avenue, the Improvement Trust may desire that the opportunity should be taken to widen the roadway over the bridge.

4. I shall be glad to hear if the Improvement Trust have any proposals in this connection.

(*b*) Report No. 11240, dated 1st October 1914, from the Deputy Land Manager:—

* * * * * *

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* Not printed.

2. The present width of the bridge and its approaches is 60 feet. The width of Parel Road on the north of the north approach is about 68 feet and on the south of the south approach it is 79 feet.

3. On the plan* (L. M.'s No. 162, dated 1st October 1914) sent herewith is shown the alignment of the Eastern Avenue to the north and south of the bridge as recently approved of by the Improvements Committee.

4. The width of this section of the Eastern Avenue, when constructed, will be 120 feet, but inasmuch as all traffic using the bridge and its approaches will be through traffic, it will probably suffice if the bridge be widened to 100 feet.

5. The proposed widening is shown on plan* No. 162. It will be noticed that the awkward bend, which now exists, has been straightened out as far as possible, and that the existing low-level road on the east of the northern approach has been left untouched.

6. The total area of land to be acquired will be about 3,667 square yards, but the exact quantity must depend, to some extent, on the Engineer's requirements. The probable cost of acquisition, including contingencies, will be about Rs. 60,000—no buildings except an old outhouse will have to be demolished ; and it will probably be found possible to carry the footpath over the small area of the compound temple on the north-east of the bridge by means of cantilevers.

(*c*) Minute, dated 1st October 1914, by the Chairman :—

The Trust have decided to widen Parel Road, south of Byculla Bridge, to 120 feet. The question of the widening of Parel Road, north of Byculla Bridge, is still to be decided—the Improvements Committee have recommended 120 feet width in this case also.

In these circumstances I think we should reply to the Agent, G. I. P. Railway, that we desire that the opportunity should be taken to widen the bridge to 100 feet. As appears from the Deputy Land Manager's report, this widening can be effected without taking up any buildings—except one old outhouse. Cost of acquisition he puts at Rs. 60,000. That is for the addition of a 40 feet strip ; if the bridge (which is now 60 feet) is widened by 20 feet only the cost would be reduced by half. I think the importance of this bridge justifies it being made 100 feet wide.

I have asked the Engineer to submit alternative estimates for the additional cost involved in widening the bridge by 20, 30 and 40 feet respectively. He has promised to submit the figures before next Tuesday's meeting. In the meantime, I circulate these papers with the Deputy Land Manager's plan, as I want the Board to come to a decision on the matter on Tuesday next.

I doubt whether the Railway Company will be prepared to bear any portion of the cost of widening. I cannot find any exactly similar case. Sion Overbridge was widened by the Railway Company at their own cost, but in that case the widening of the overbridge was one of the terms laid down by Government in making an arrangement with the Railway Company regarding the Kurla Causeway and other matters. When the G. I. P. Railway wanted to carry the Mahim Chord line over Kingsway, the Trust agreed to pay the cost of the two extra spans and two extra piers, which were required for crossing their 150 feet road over and above the requirements for crossing the original 40 feet road.

I should be glad of the views of Trustees as to whether we should indicate our willingness to pay the whole, or a portion only, of the cost of widening the Byculla Bridge.

RESOLUTION No. 227.—The Agent, G. I. P. Railway, should be informed that the Board desire that the opportunity should be taken to widen the roadway over the bridge to 100 feet (including footpaths). The Agent should be asked to say what proportion of the cost of the widening the Railway Company are prepared to pay.

* Not printed.

APPENDIX M-2.

(*Referred to in para.* 10 *of Report.*)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 2nd June 1914.

5. Considered, with reference to Trustees' Resolution No. 58, dated 18th March 1913, the following Report of the Land Committee, No. I, dated 30th April 1914, on the question of development of Southern portion of Scheme 31 (Parel Street Scheme) :—

1. We have fully considered the matter of the development of the portion of the Parel Street Scheme, south of Jijibhoy Lane, which was referred to us under Trustees' Resolution No. 58, dated the 18th March 1913.

2. As we were of opinion that the arrangement shewn on the plan (Land Manager's No. 12, dated the 18th February 1913) which was placed before the Board might be improved by the abolition of the suggested Municipal Stone Depôt and by the enlargement of the central garden, we instructed the Deputy Land Manager to prepare alternative drawings for our consideration and we have also had before us two plans submitted by the Trust Architect.

3. After fully considering the various plans we have decided to forward to the Trustees, as the best of the seven plans we have scrutinized, the first of the plans prepared by the Trust Architect and also one marked C received from the Deputy Land Manager, with a recommendation that the former be adopted after certain minor alterations which are shewn in red pencil have been made in it.

4. For the information of the Trustees we give below a comparative statement shewing plot areas, percentage of open spaces, etc., in the two designs :—

Plan.	Plots.			Area of Garden.	Roads and service passages.	Remarks.
	Total area.	Open spaces in plots.	Percentage of open space to plot area.			
	Sq. yds.	Sq. yds.	Sq. yds.	Sq. yds.	Sq. yds.	
Architect's	25,093	8,659	34·50	†2,261	6,215	† Includes the garden path 870 sq. yds.
C	25,093	6,805	27·12	2,551	5,925	

5. It will be observed that there is no difference between the two developments as regards the total area of plots to be leased. The main difference between the plans is that in the Architect's the grouping of the plots is more artistic and that a larger proportion of the plots, particularly the interior plots round the Central Garden, is required to be kept open. This requisition may result in lower rents being obtained for the plots, since the lower middle classes, who will probably live on this estate have not yet learnt to appreciate the value of open spaces around their dwellings. But even if the loss amounts to a capital sum of half a lakh (we do not think it will amount to more), we think that the Trust should be prepared to accept it in order to educate the public rather than allow crowding of buildings upon the estate to the extent suggested in plan* C particularly at the Southern end. In the Architect's plan* it is intended that the garden should be closed by gates at the south and therefore the area of the path has been included in the area of the garden, whereas in plan C* the garden is surrounded by public roads and the area of this is of course not included in the garden area given in the above table.

* Not printed.

6. In both plans* there are a few exceptional plots such as No. 1 which measures 1,340 square yards of which 1,116 may be built on. The other plots vary as follows :—

Exterior plots.	*Plan C**	*Architect's Plan.*
Building area	305 to 458 sq. yds.	300 to 390 sq. yds.
Total „	390 to 622 „	420 to 548 „
Length of frontage ...	50 to 60 feet.	54 to 58 feet.
Depth	70 to 100 „	70 to 85 „
Interior plots.		
Building area	200 to 275 sq. yds.	127 to 235 sq. yds.
Total area...	305 to 570 „	330 to 500 „
Length of frontage ...	50 to 56 feet.	55 to 70 feet.
Depth	50 to 56 „	54 to 60 „

7. We recommend that the following special conditions should be applied to buildings erected on the various plots :—

(i) Stone facing to a height of fifteen feet above road level should be required to be provided on all the frontages to plots 1 to 14.

(ii) The height of the ground floor of buildings erected on plots abutting on Supari Baug Road should be fifteen feet above road level.

(iii) A stone cornice should be provided at a height of fifteen feet above road level on the plots mentioned in (ii).

(iv) No lofts should be allowed in any shops erected on any of the plots, and

(v) That buildings erected on plots Nos. 36 to 52 should be limited in height to a ground and two upper floors.

8. We recommend that plots Nos. 1 and 2 and a few others on Suparibaug Road be auctioned at an early date.

Resolution No. 124.—The Report is adopted.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 7th July 1914.

5. Read the following letter, No. 7389, dated 25th June 1914, from the Deputy Land Manager. (Circular No. 347 of 1914):—

Scheme 31.

Herewith I have the honour to forward a plan* (Land Manager's No. 105, dated the 24th June 1914) of a portion of this Scheme and to request you to obtain *the Board's sanction to the proposed 50 feet road coloured pink.*

2. This road will form the "backbone" of the area lying between the land sold to the Morarji Goculdas Mill and the proposed 80 feet road from Elphinstone Road to Sewree. It will eventually be continued up to Bhoiwada Cross Road, but its exact alignment North of the 80 feet road must await a settlement of the proposal to locate St. George's Hospital on the triangular site bounded on the North by Bhoiwada Cross Road, on the South by the 80 feet road and on the East by the Laboratory. It is, however, desirable that the portion shown on the plan should be sanctioned at an early date as until this is done the agreement with the Trustees of the estate of the late Mr. N. M. Wadia cannot be entered into.

3. The road will be about 2,700 feet in length and will give access to the King Edward Memorial Hospital.

Resolution No. 153.—Referred to the Land Committee for report.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 11th August 1914.

8. Read the following Report of the Land Committee, No. III, dated 7th August 1914.

I. Scheme 31—*Development.*

We have considered the matter referred to us under Trustees' Resolution No. 153, dated the 7th July last, and beg to recommend the Board to sanction the proposal.

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* Not printed.

II. Sandhurst Road (West) Estate.

Mr. S. K. Bhedwar, the Architect for the buildings about to be erected on a portion of plots 33 to 38, having forwarded to the Engineer his proposal for laying out the plots we have considered the same and we recommend the Board to accord their sanction. Detailed plans of the building to be erected on the land will be dealt with by the Plans Committee as usual.

RESOLUTION No. 184.—The Report is adopted.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 26th January 1915.

8. Read the following Report No. 1, dated 22nd January 1915, of the Land Committee :—

(1) *Schemes 3 and 29 (Parts of).*

We have considered the development of the portions of the above estates which was referred to us under Trustees' Resolution No. 260, dated the 24th November last and have had alternative designs prepared shewing how provision can best be made for providing access to godowns erected on the frontages of Sandhurst Road.

We submit herewith a plan (Land Manager's No. 10, dated 19th January 1915), shewing our final proposals for the area lying to the south of Sandhurst Road and recommend that it be adopted. It differs from that referred to us only in so far as we have increased the depth of the frontage abutting on Sandhurst Road and have made the 40 feet roads on the south debouch at right angles into Chinch Bunder Road and Dongri Street.

We are of opinion that the lay out of the area to the north of Sandhurst Road should stand over until the result of the proposed development on the south is known.

(2) *Scheme 32.*

We approve of the Deputy Land Manager's proposals for the development of the area included in this Scheme subject to (*a*) a portion of the play ground abutting on the 50 feet road being utilized as frontage land and (*b*) a space forty feet in width to the north of Agripada Lane and in a line with the road situate to the west of the Municipal Chawls being reserved as a site for a road to meet one which may eventually be constructed by the owner of the vacant land abutting on Sankli Street and we recommend accordingly.

RESOLUTION No. 26.—The Report is adopted.

2. Access to the play ground in Scheme 29 should be provided on at least 3 sides.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 12th January 1915.

9. Considered the following Report No. 4, dated 10th December 1914, of the Land Committee :—

Princess Street Estate.

We have considered the matter referred to us under Trustees' Resolution No. 219, dated 4th November 1913, and recommend that the Board should approve of the re-arrangement of the plots shewn in white lines on the Engineer's plan* No. 3649, dated the 4th September 1908, by which plots Nos. 100 to 105 now become Nos. 95 and 100 to 105.

With regard to plots bearing old Nos. 106 to 118 and new Nos. 106 to 113 we are of opinion that (*a*) Kitchen Garden Lane should be carried through to Mangaldas Road, (*b*) the extension of this road should be made 40 feet in width and (*c*) the arrangement of the plots should be as shewn on Land Manager's plan No. 200, dated 11th December 1914, and we recommend accordingly.

RESOLUTION No. 7.—The Report is adopted.

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* Not printed.

APPENDIX M-3.

(Referred to in para. 21 of Report.)

Showing the allocation of charges on account of Management and Establishment for the year 1914-15.

Estates.	Charges primarily debitable to Capital Account.						Charges primarily debitable to General Account.			Grand Total Columns 7 & 10.	Remarks.
	Acquisition 7½ per cent.	Works 7½ per cent.	Capital value of land leased in 1914-15 4½ per cent.	Sale-proceeds 2½ per cent.	Expenses of Tribunal.	Total including Special Debits Columns 2 to 6.	Permanent Revenue 2½ per cent.	Temporary Revenue 7½ per cent.	Total Columns 8 and 9.		
1	2	3	4	5	6	7	8	9	10	11	12
	Rs. a. p.	Rs.	Rs. a. p.	Rs.	Rs. a. p.	Rs. a. p.	Rs.	Rs.	Rs.	Rs. a. p.	
Schedule C	...	525	2,272 0 0 −1,000 0 0	8,304	.....	10,101 0 0	5,642 −500	2,333 −500	7,975 −1,000	17,076 0 0	
„ D	...	105 −200	1,810 0 0	...	.....	1,215 0 0	852 −500	412	1,264 −500	1,979 0 0	
„ E	...	...	.....	...	.....	.....	2,472 −500	...	2,472 −500	1,972 0 0	
„ F	...	...	.....	...	.....	.....	5	...	5	5 0 0	
Scheme No. 1, First Nagpada	...	97	.....	...	26 0 0	123 0 0	885 −1,000	3,960 +3,500	4,845 +2,500	7,468 0 0	
„ „ 2, Princess Street... ...	...	210	7,955 0 0 −6,000 0 0	5	52 0 0	2,222 0 0	8,219 −1,500	5,040 +2,500	13,259 +1,000	16,481 0 0	
„ „ 3, Sandhurst Road ..	−1,000 0 0	2,385 −200	16,995 0 0 −5,000 0 0	198	78 0 0	13,456 0 0	3,288 −1,500	14,698 +5,000	17,986 +3,500	34,942 0 0	
„ „ 4, Gamdevi...	...	333	5,016 0 0 −1,000 0 0	25	26 0 0	4,450 0 0	1,048 −500	322	1,370 −500	5,320 0 0	
„ „ 5, Dadar Matunga	5,872 0 0 −2,000 0 0	10,012 −500	8,351 0 0	11,563	706 8 0	34,004 0 0	...	1,755 −500	1,755 −500	35,259 0 0	
„ „ 6, Sion Matunga	1,222 0 0 −1,000 0 0	789 −200	.....	7	262 0 0	1,071 0 0	...	2,003	2,003	3,074 0 0	
„ „ 8, Mandvi Koliwada ...	...	37	2,299 0 0 −1,000 0 0	...	.....	1,336 0 0	1,027 −1,500	4,433 +3,500	5,460 +2,000	3,796 0 0	
„ „ 9, Sankli Street Extension.	...	...	.....	7	.....	7 0 0	...	...	...	7 0 0	
„ „ 18, Souter Street Extension Eastward	...	...	.....	...	.....	.....	...	15	15	15 0 0	
„ „ 27, Mathew Road	7 0 0	112	1,953 0 0	...	... ..	2,072 0 0	920 −500	150	1,070 −500	2,642 0 0	
Carried over ..	7,101 0 0 −4,000 0 0	14,646 −1,100	46,151 0 0 −14,000 0 0	20,109 ...	1,150 0 0	70,057 0 0	24,358 −8,000	35,121 +13,500	59,479 +5,500	1,35,036 0 0	

Estates.	Charges primarily debitable to Capital Account.						Charges primarily debitable to General Account.			Grand Total. Columns 7 & 10.	Remarks.
	Acquisition 7½ per cent.	Works 7½ per cent.	Capital value of land leased in 1914-15 4½ per cent.	Sale-proceeds 2½ per cent.	Expenses of Tribunal.	Total including Special Debits Columns 2 to 6.	Permanent Revenue 2½ per cent.	Temporary Revenue 7½ per cent.	Total Columns 8 & 9		
1	2	3	4	5	6	7	8	9	10	11	12
	Rs. a. p.	Rs.	Rs. a. p.	Rs.	Rs. a. p.	Rs. a. p.	Rs.	Rs.	Rs.	Rs. a. p.	
Brought forward ...	7,101 0 0	14,646	46,151 0 0	20,109	1,150 0 0	70,057 0 0	24,358	35,121	59,479	1,35,036 0 0	
	−4,000 0 0	−1,100	−14,000 0 0	...	.....	...	−8,000	+13,500	+5,500	.....	
Scheme No. 29 Nowroji Hill	−510 0 0	9,209	.....	1,418	105 0 0	9,722 0 0	...	21,725	21,725	29,447 0 0	
		−500						−2,000	−2,000		
„ „ 30, Souter Street Extension, Westward.	.....	...	.....	...	.....	.....	...	15	15	15 0 0	
„ „ 31, Parel	1,755 0 0	3,158	.....	553	52 0 0	5,118 0 0	...	7,282	7,282	13,400 0 0	
		−400						+1,000	+1,000		
„ „ 32, East Agripada	52,797 0 0	6,502	7,145 0 0	122	14,884 9 2	1,25,450 9 2	...	7,791	7,791	1,33,241 9 2	
	+44,000 0 0										
„ „ 33, Bhatwadi	75 0 0	80	.....	60	.....	165 0 0	70	52	122	287 0 0	
„ „ 36, Lamington Road ...	.....	45	.....	...	.....	45 0 0	15	...	15	60 0 0	
„ „ 37, Sydenham Road... ..	1,29,107 4 7	22	.....	648	732 0 0	1,38,509 4 7	...	22,827	22,827	1,60,836 4 7	
	−5,000 0 0							−500	−500		
	+13,000 0 0										
„ „ 41, Undria Street	27,644 0 0	637	.. ...	112	1,072 0 0	29,465 0 0	...	352	352	29,817 0 0	
„ „ 43, Parel (Central)	.....	...	.....	...	.....	1,000 0 0	...	...	...	1,000 0 0	
			S.D.1,000 0 0								
„ „ 47, Parel (Northern) ...	.....	...	.....	...	.....	2,000 0 0	...	...	...	2,000 0 0	
			S.D.2,000 0 0								
Administrative Offices	.....	75	.....	...	.....	75 0 0	...	...	...	75 0 0	
Total ...	2,17,969 4 7	84,324	53,296 0 0	23,022	17,995 9 2	3,81,606 13 9	24 443	95,165	1,19,608	5,05,214 13 9	
	+48,000 0 0	−2,000	S.D.3,000 0 0				−8,000	+12,000	+4,000		
			−14,000 0 0								

Of the **black type** entries those marked "S. D." represent special debits for 1914-15 and the others are adjusting entries intended to relieve (—) excess debits or so far as necessary make up for (+) short debits in 1912-13 and 1913-14.

J. P. ORR, *Chairman,*

City of Bombay Improvement Trust.

BOMBAY, 1*st July* 1915.

APPENDIX M-3.

000 omitted.

(Referred to in para. 21 of Report).

Statement showing the "Reserve," i.e., difference between the normal percentages and actual charges on account of cost of Management and Establishment.

—	Charges primarily debitable to Capital Account.						Charges primarily chargeable to General Account.			Establishment chargeable under Sec. 77.	Establishment chargeable under Sec. 75.	Grand Total.		Remarks.
	Acquisition.	Works.	Lands leased in the year.	Sale proceeds.	Expenses of Tribunal.	Total.	Permanent Revenue.	Temporary Revenue.	Total.			To be debited to Cap. A/c (cols. 7+12).	Total (Cols. 11+13).	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1912-13.														
Normals	1,05	25	1,56	12	20	3,18	19	73	92	49	43	3,61	4,10	1. *Minus* entries against the line "Reserve" in 1914-15 mean that previous excess debits in 1912-13 are being wiped out. *Plus* entries mean that short debits in previous years are, so far as is necessary, being made good. Thus acquisition will get another 48 and revenue 4.
Special Debits ..	47	..	12	..	..	59	..	..	..	..	..	59	59	
Special Credits ..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Reserve	+9	+2	+14	..	..	25	+8	—12	—4	..	—4	+21	+21	
Actuals	1,61	27	1,82	12	20	4,02	27	61	88	49	39	4,41	4,90	
1913-14.														2. Works, Land leased, Sale proceeds and Revenue will, with the distribution of 1914-15, have been debited with the normal percentages for the 3 years ended 31st March 1915.
Normals	4,31	33	96	24	12	5,96	22	85	1,07	55	52	6,48	7,03	
Special Debits ..	3	2	8	..	..	13	..	..	..	..	..	13	13	
Special Credits ..	—42	..	..	..	..	—42	..	..	..	..	..	—42	—42	3. The 48 under 'Acquisition' =57—9; of the 57, 44 should be debited to Scheme 32 and 13 to Schedule 37. The other ± entries should be made to wipe out previous short or excess debits under particular schemes.
Reserve	—1,68	..	..	..	..	—1,68	..	..	..	..	..	—1,68	—1,68	
Actuals	2,24	35	1,04	24	12	3,99	22	85	1,07	55	52	4,51	5,06	
Total.														4. The reserve at the end of 1914-15 will be 111 under Acquisition in Scheme 37.
Normals	5,36	58	2,52	36	32	9,14	41	158	1,99	1,04	95	10,09	11,13	
Special Debits ..	50	2	20	..	..	72	..	..	..	..	..	72	72	5. The distribution for 1911-12 was according to the notes on pages 8 and 18 of the published accounts for the year. The statement at page 85 of Compilation 126, Vol. 2, was intended to show what the debits would have been had the present system been followed. It will be seen from the actuals quoted in ink in the statement that 20 were not "specially debited" in the accounts. The special credit of 10 allowed in 1913-14 was therefore incorrect and ought to have been added to the special reduction of 158. In this statement the figures have been entered as corrected. No "special credit" is required in respect of the other 10.
Special Credits ..	—42	..	..	..	..	—42	..	..	..	..	..	—42	—42	
Reserve	—1,59	+2	+14	..	..	—1,43	8	—12	—4	..	—4	—1,47	—1,47	
Actuals	3,85	62	2,86	36	32	8,01	49	1,46	1,95	1,04	91	8,92	9,96	
1914-15.														
Normals	2,18	34	53	23	18	3,46	25	95	1,20	..	..	3,46	4,66	
Special Debits ..	..	..	3	..	..	3	..	..	..	..	..	3	3	
Special Credits ..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Reserve	+48	—2	—14	..	..	+32	—8	+12	+4	..	..	+32	+36	
Actuals	2,66	32	42	23	18	3,81	17	1,07	1,24	..	..	3,81	5,05	
Total to end of 1914-15.														6. The increase of 4 under Revenue should strictly speaking be debited to the Capital Account under sections 75 and 77 of the Act but the amount is small and the ultimate effect of debiting to Revenue will be the same as if it were debited to the Capital Account (*i.e.*, reduction of the balance under Capital Account).
Normals	7,54	92	3,05	59	50	12,60	66	2,53	3,19	..	..	..	15,79	
Special Debits ..	50	2	23	..	..	75	..	..	..	..	..	..	75	
Special Credits ..	—42	..	..	..	..	—42	..	..	..	..	..	..	—42	
Reserve	—1,11	..	..	..	..	—1,11	..	..	..	..	..	..	—1,11	
Actuals	6,51	94	3,28	59	50	11,82	66	2,53	3,19	..	..	..	15,01	

BOMBAY, 1*st July* 1915.

J. P. ORR, *Chairman,*
City of Bombay Improvement Trust.

APPENDIX M-4.

(Referred to in para. 28 of Report).

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 16th June 1914.

8. Read Notice of Motion, dated 7th April 1914, sent in by the Hon'ble Sir Ibrahim Rahimtoola, Kt., C.I.E., as follows :—

"I beg to give notice that at the next Board meeting it is my intention to move that the Chairman be requested to submit estimates of each of the areas represented by the Municipal Commissioner for improvement."

Read also the following note, dated 1st June 1914, by the Chairman. (Circular No. 308 of 1914) :—

In connection with Sir Ibrahim's motion of the 7th April 1914, it may be well to circulate to Trustees the analysis of the original rough estimates of the cost of improvement schemes in represented areas and also to remind them that the Board have definitely decided to postpone the consideration of these improvement schemes until the Government Committee appointed to consider my lecture on Light and Air in Dwellings in Bombay have completed their labours. The Trustees' attention may also be drawn to the passages on slum improvement in the last annual report, pages 33, 34 and 122 to 148 and to the appended Trust Resolutions* 232 of 1912 and 97 and 236 of 1913.

The Trust would do well to urge their representatives on the Government Committee to move the Committee to expedite their report.

The Hon'ble Sir Ibrahim Rahimtoola explained that his Notice of Motion had in view not new up-to-date estimates, but the original estimates, his object being merely to get these estimates on the proceedings of the Board. He therefore asked leave to amend his motion, so that it should read as follows :—

"The Chairman be requested to submit a report embodying the original rough estimates for all represented areas."

Permission having been granted, it was resolved :

RESOLUTION No. 135.—The motion is adopted.

Excerpt from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 4th August 1914.

8. Considered, with reference to Trustees' Resolution No. 135, dated 16th June 1914, the following note by Mr. Orr, C.S.I., I.C.S. (Circular No. 372 of 1914):—

1. By Trust Resolution No. 135 of the 16th ultimo, the Board adopted a motion brought forward by the Hon'ble Sir Ibrahim Rahimtoola that "the Chairman be requested to submit a report embodying the original rough estimates for all represented areas." The original estimates and the correspondence thereon are contained in a number of rather massive files which any Trustee can call for if he pleases. But probably an analysis of the chief points in these estimates will suffice for the Board's purpose. I accordingly submit herewith tabular statements giving the area, the gross cost and the nett loss on each of the rough schemes framed for the several areas hitherto represented except Tulsirampada and Worli for which we have as yet no estimates. I would draw attention to the fact that the average gross cost per acre is 2¼ lakhs and the average nett loss 1¼ lakhs. In round figures, therefore, we may put the average nett loss at Rs. 25 per square yard.

---

* Not printed.

2. In the second statement I have given similar information as regards four of the Trust's Schemes which include certain represented areas. Here the average gross cost per acre works out to a little over two lakhs and the nett loss to a little under 1 lakh, which is roughly equivalent to about Rs. 19 per square yard.

3. The estimates in the first list were all drawn up many years ago and judging from experience in Kamatipura and in the Undria Street Scheme which forms part of Second Nagpada, it is probable that new detailed estimates would give far heavier nett loss than Rs. 25 per square yard. For, in Kamatipura it was found in 1912 that assessments had increased by no less than 76 per cent. since 1905 when the original estimate was framed, while in preparing the Undria Street Scheme it was found that since 1901 more than half the houses had been enlarged or rebuilt and that the total assessment had more than doubled in the interval between 1901 and 1913.

4. It will no doubt be pointed out that the average taken from the second list, *i.e.*, the list of actual schemes for which the estimates are of comparatively recent dates, the average loss was only Rs. 19 per square yard. But I must point out that in these cases more than half the total area is taken up by the revised East Agripada Scheme in which the nett loss is less than ½ lakh per acre. This is due to the fact that the bulk of the property to be acquired in this scheme is open land whereas most of the areas in the first list are areas densely crowded with houses on which the loss must be much more heavy, because the Trust have to acquire the houses on the basis of their present rentals and then have to demolish them and throw much of the area they covered into roads from which they get no financial return.

5. Probably if we take up all the represented areas on the old wholesale demolition lines the nett loss will be not less than 4 crores or about four times the extra resources we have asked Government to let us have; and even then we shall have dealt with only 269 acres whereas the whole area that ought to be represented covers not less than 1,200 acres.

6. It is obvious that we must adopt less expensive methods of dealing with the slums and I can only again recommend the Board to press for early legislation on the lines of Part II of the Housing of the Working Classes Act as recommended in Improvement Committee's Report No. II, dated 6th November 1912, copy* of which is attached to this note.

7. The Trustees will remember that when they considered the Improvement Committee's Report just referred to they decided to await the result of the enquiry that was to be made by the Government Committee appointed to examine the questions raised in my lecture on "Light and Air in Dwellings in Bombay" before they proceeded to consider and come to a definite decision as to how the several represented areas should be dealt with. I believe the Government Committee have done nothing for nearly a year; and I would suggest that if the Government Committee show no signs of doing anything in the near future the Trust should no longer await their report but should forthwith take up consideration of the Improvements Committee's recommendations.

8. I would draw the attention of the Trustees to my note printed in the preamble to Trustees' Resolution* No. 236 of 18th November 1913, hereto attached. In that note I sounded the Board as to whether they should continue to wait for the Government Committee's report or for the amendment of the Municipal Bye-laws and I did not then press them to cease waiting, but as, in the meanwhile, there has been no sign of action on the part of the Government Committee while the Municipal Committee have decided to move for certain very important amendments of the Law and Bye-laws, I would now press the Board to cease waiting and take independent action.

* Not printed.

Statement of areas represented by the Municipal Commissioner referred to in para. 1 above :—

Represented areas.	Municipal Commissioner's No. and date.	Area in acres.	Estimated gross cost in lakhs.	Nett loss in lakhs.	Engineer's estimate No. and date.	Remarks.
1. Fort North	18945 2-10-03	45·5	233·5 233·5	139·8 139·8	3936 18-6-06	
2. Kolbhatwadi	39986 6-3-05	2	16·9 14·9	4·5 5·3	4083 21-6-06	
3. Umarkhadi	39987 6-3-05	9	26·1 39·2	14·1 18·8	2041 27-3-06	
4. East Agripada, Guzri Bazaar, Madanpura, Kalapani, Tank Pakhady.	39988 6-3-05 39992 6-3-05 39993 6-3-05 40059 6-3-05	103·6	81·8 97	41·7 57	4082 21-6-06	Figures in ordinary type represent the rough estimates framed by the Engineer on receipt of Municipal representation. Figures in black type denote the revised estimates adopted by Mr. Dunn for his forecast of 1909.
5. Telwadi	39989 6-3-05	3·4	19·8 19·8	14·5 14·5	3984 16-6-06	
6. 2nd Nagpada... ...	39990 6-3-05	27·3	77·5 70·9	41·8 39·8	2129 30-3-06	A part of this is being dealt with in Scheme 41.
7. Middle Colaba ...	39991 6-3-05	7·4	20·6 19·6	16 16·1	2541 18-4-06	
8. Kamatipura	39994 6-3-05	58·04	83·2 80·5	39·3 38·6	2273 5-4-06	
9. Ghorupdeo	1278 15-4-08	12·4	15·8	6·1	1943 12-3-09	
10. Tulsirampada ..	22017 24-10-13					
11. Worli...	37892 26-3-14					
Total ...		268·6	575·2	317·8		Rs. 25 per sq. yd.
Average per acre.		...	2¼	1¼		

Statement of sanctioned schemes covering the whole or portions of represented areas referred to in para. 2 above :—

Represented areas.	Municipal Commissioner's No. and date.	Area in acres.	Estimated gross cost in lakhs.	Nett loss in lakhs.	Engineer's estimate No. and date.	Remarks.
1. Scheme 29, Nowroji Hill.	40060 6-3-05	31·6	64·3	21	7382 18-12-05	
2. Scheme 32, East Agripada.	39993 6-3-05 40059 6-3-05	57	48·5	27·5	1840 3-4-11 L. M.'s 3077 28-4-11	(a) Covers Kalapani and a portion of Tank Pakhady.
3. Scheme 37, Sydenham Road Scheme.	18852 15 9 05	12·7	83·6	41·7	3842 12-6-09	(b) Covers a portion of Memonwada.
4. Scheme 41, Undria Street Scheme.	39990 6-3-05	1·3	10	5·2	D. L. M. 5318 24-5-13	(c) Covers a portion of 2nd Nagpada.
Total ...		102·6	206·4	95·4		

Resolution No. 170.—Recorded.

APPENDIX M—5.

(Referred to in para. 28 of Report.)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 30th June 1914.

4. Read the following letter, No. 4479, dated 5th June 1914, from the Secretary to Government, General Department:—

I am directed to forward herewith a copy of the report of the Bombay Development Committee, 1914, with a summary of the recommendations made by it, and to request that you will be so good as to place the report before the Improvement Trust Board for consideration of the recommendations contained therein so far as they concern the Improvement Trust and in due course inform Government what action the Improvement Trust proposes to take in order to give effect to those recommendations.

SUMMARY OF RECOMMENDATIONS.

(I) All offensive trades, and all factories and large industries employing more than a certain number of employe's, should be restricted to the north-eastern corner of the Island, the maximum number of employe's for this purpose to be determined after special enquiry. Salsette should provide for future expansion. — Chapter IV, paragraph 10.

(II) An Improvement Scheme for Fort North, including a communication from East to West, is desirable and important. — Chapter IV, paragraph 13.

(III) The improvements at Love Grove now in process of construction should be pushed on as rapidly as possible to completion. The results should be watched for a period covering one monsoon and if the nuisance is not mitigated sufficiently to make the foreshore attractive for residences, the matter should be forthwith referred to an expert Committee for consideration as to the measures then to be taken. — Chapter V, paragraph 16.

(IV) As regards the problem of the slums of Bombay, migration should be encouraged by developing open land for residential purposes. In particular, Mahim could be usefully developed by a process of town-planning. Railway Companies should be required to house their work-people outside Bombay, and other large employers of labour should be required by legislation to provide housing accommodation for their employés. — Chapter VI, paragraphs 22, 24.

(V) The Improvement Trust should continue to devote special attention to the provision of sanitary chawl accommodation for the poor evicted from tenements demolished in process of Improvement Schemes. — Chapter VI, paragraph 25.

(VI) The Municipality should treat as a matter of the greatest urgency the work of revising the Building By-laws, in such a way as to strengthen them as much as possible. Power should be given to the Municipality to require that there should be no alterations or additions to buildings which would not have been allowed if the whole building had been reconstructed afresh, and the 63½° rule should be applied in the case of all future additions to or alterations of buildings. Power should also be given to prohibit such subsequent partitioning of rooms as would not be allowed in the first instance when building plans were approved. Building By-laws more stringent than at present should be framed for the outlying portions of the City, and Mr. Orr's proposal to lay down a 63½° rule is approved. — Chapter VI, paragraphs 22, 25.

(VII) The Municipality should be authorized to declare single rooms unfit for human habitation. — Chapter VI, paragraph 22.

(VIII) Care should be taken that the application of these measures does not fall too oppressively on owners who depend for their livelihood upon the rent from a single house. — Chapter VI, paragraph 21.

(IX) It should be considered, whether side by side with the gradual completion of the extension schemes at present in hand, the Improvement Trust should not also devote itself to undertaking small Improvement Schemes within the City. In addition to the alteration of the by-laws with a view to emphasize the individual responsibility of house-owners for the — Chapter VI, paragraph 23.

habitable condition of their dwellings, there should proceed general schemes for the betterment of congested areas through the agency of the Improvement Trust.

Chapter VI, paragraph 22. (X) Every scheme of development should make provision for the reservation of land to remain permanently open for recreative purposes.

Chapter VII, paragraphs 31, 33 and Chapter IX, paragraph 50. (XI) Government should effect a reclamation of about 100 acres, the bulk of which should face the oval, in order to provide sites for Government buildings and public institutions, with primary regard to the needs of education. The whole space available to the west of the Secretariat should be then planned out on a comprehensive scheme. A marine drive at least 80 feet wide should be constructed along the sea face.

Chapter VIII, paragraph 37. (XII) The G. I. P. and B. B. & C. I. Railways should be required to arrange for additional communication between each other in Bombay.

Chapter VIII, paragraph 38. (XIII) The B. B. & C. I. Railway should be required to sink its line below the surface from the south of Grant Road to Wodehouse Bridge and to cover it in.

Chapter VIII, paragraph 42. (XIV) The attention of the Municipality should be directed to Mahim as an area which it is important to develop early and on sound lines with the help of a Town Planning Act.

Chapter VIII, paragraph 43. (XV) There should be a loop Railway line from Mahim Station through Mahim Woods to Grant Road Station.

Chapter VIII, paragraph 44. (XVI) Certain extensions of the tramway system are desirable.

Chapter IX, paragraph 47. (XVII) The attention of Government is drawn to the question whether the future area of Dock extension should not form the subject of special investigation.

Chapter IX, paragraph 48. (XVIII) A strong and representative Committee should go into the question of providing a new site for the European General Hospital.

Chapter IX, paragraph 49. (XIX) It would be well if the area occupied by the Military Hospital and barracks near Marine Lines Station, or at least the western half of that area, were surrendered to the civil authority.

Chapter IX, paragraph 50. (XX) A 40-foot road should be constructed immediately along the Kennedy Sea Face.

Chapter IX, paragraph 51. (XXI) The Saluting Battery site should be improved and planted out as a garden.

Chapter X, paragraph 59. (XXII) The consideration of the removal of the Slaughter House from Bandra to the west of the Island should be taken up afresh.

Chapter XI, paragraph 62. (XXIII) For securing co-ordination among the various works undertaken in the course of development, Government, the Corporation, the two Railways, the Improvement Trust, and the Port Trust should each depute an executive officer to a periodical conference, of which the Special Officer, Salsette Building Sites, should be a member.

After discussion it was resolved—

RESOLUTION No. 147.—The Chairman is requested to submit to the Board a report embodying his views on such recommendations of the Development Committee as concern the Improvement Trust.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay; held on the 11th August 1914.

6. Considered, with reference to Trustees' Resolution No. 147, dated 30th June 1914, the following minutes by the Chairman (Mr. Orr) on such recommendations of the Development Committee as concern the Trust:—

Minute, dated 10th June 1914, by the Chairman (Mr. Orr).

1. Letter No. 4479 of 5th June 1914 from the Secretary to Government, General Department, is circulated to Trustees herewith and a copy of the Bombay Development Committee's Report will be sent to each Trustee.

2. Government have not yet passed any orders or even expressed their opinion on the Committee's recommendations; but they want to know what action the Bombay City Improvement Trust propose to take in order to give effect to those recommendations with which they are concerned.

3. I have numbered the six points with which we are concerned in red pencil in the margin of the Government letter and give my opinion for what it is worth on each below:—

4. *Point 1.*—"An improvement scheme for Fort North including a communication from east to west is desirable and important."

I concur, and I would recommend the Trust to prepare the scheme along with similar schemes for many other congested areas as soon as the law and Municipal by-laws are amended on the lines indicated in para. 22 of my memo. printed at pages 360-3 of the Bombay Development Committee's Report, in paras. 4 and 6 of the Improvements Committee's Report No. II of 1912 printed at pages 122-3 of our annual Report for 1912-13 and in the second and third para. of my third answer on page 286 of the Development Committee's Report.

5. *Point 2.*—"Migration from the slums should be encouraged by developing open land for residential purposes."

I concur. The Trust can carry on development of their estates as hitherto and encourage development of private estates by providing Bombay with the Eastern Avenue as the one means of traversing the Island rapidly by car from end to end.

6. *Point 3.*—"The Improvement Trust should continue to devote special attention to the provision of sanitary chawl accommodation for the poor evicted from tenements demolished in process of improvement schemes."

I concur. This again is a case of merely sticking to our programme of sanctioned schemes.

7. *Point 4.*—"The question whether the Improvement Trust should not undertake small improvement schemes for the betterment of congested areas should be considered."

I concur. It is a question of ways and means and my recommendation on point 1 applies here also.

8. *Point 5.*—"Every scheme of development should make provision for the reservation of land to remain permanently open for recreative purposes."

In my opinion this is stated too broadly. Much depends on the size and situation of the scheme and the demand for land for purposes other than recreation, as indicated by the value of the land. I adhere to the views stated in my statement at page 39 of the Report and in the note on pages 39 and 40. The Trust should not, I think, commit themselves to anything more than an undertaking to consider the Development Committee's recommendations whenever a development scheme is before them. It will in my opinion be quite unnecessary and impracticable to provide recreation grounds in small schemes of the type of the Undria Street Scheme.

9. *Point 6.*—"There should be periodical conferences of deputies from various public bodies to secure co-ordination in development of Bombay."

I concur and would recommend the Trust to depute the Chairman to such conferences.

Minute, dated 16th July 1914, by the Chairman (Mr. Orr).

1. On receipt of the Bombay Development Committee's Report I wrote a note embodying my opinion as to how far the Board should take action in respect of each of the six recommendations made by the Committee on matters in which the Trust are concerned.

2. Among the minutes written by Trustees on my note when it was under circulation was one by Sir Ibrahim in which he stated that the Development Committee had recommended the *immediate* undertaking of improvement schemes, whereas I wanted the law to be amended before any more improvement schemes were undertaken.

3. On my asking Sir Ibrahim to point out this recommendation in the Committee's Report, he wrote : " The Committee do not recommend any alteration or amendment of the existing law but they do recommend that improvement schemes must be undertaken. It is therefore obvious that in the opinion of the Committee improvement schemes should be *forthwith* undertaken."

4. When the matter came before the Board on the 30th ultimo, I pointed out that the Committee's Report contained no explicit recommendation that " improvement schemes must be undertaken". It seemed to me that as the Committee knew that the question of ways and means was a very difficult one, the Report (Chapter VI, para. 23) had been of set purpose cautiously worded so as not to make any such specific recommendation. The wording is " it should be considered whether side by side with the gradual completion of the extension schemes at present in hand the Improvement Trust should not also devote itself to undertaking small improvement schemes within the City. In addition to the alteration of the by-laws with a view to emphasise the individual responsibility of house-owners for the habitable condition of their dwellings there should in our opinion proceed general schemes for the betterment of congested areas through the agency of the City Improvement Trust."

5. After some discussion the Board at Sir Ibrahim's instance asked me to submit a report embodying my views on such recommendations of the Development Committee as concern the Improvement Trust ; and I understand that what is wanted is some amplification of my original note and in particular an exposition of my reasons for recommending that no more improvement schemes should be undertaken until the law and by-laws have been amended and a statement of the amendment I would wait for.

6. I may state to begin with that I had not had time when I wrote my first note to study the Committee's Report thoroughly. Having now studied it I am able to draw attention to the penultimate sub-para. of para. 35 which confirms my view that the Development Committee's Report does not contemplate the *immediate* undertaking of improvement schemes. The Committee (Sir Ibrahim alone dissenting) put the improvement of Fort North in the forefront of their programme ; but so far from saying that it must be taken up at once without waiting for the amendment of the law and by-laws they say : " Its advent will be facilitated and accelerated by the revision and bringing up to date of the building by-laws and (if necessary and demanded) by legislation to enable the Municipality to deal effectively with the owners of insanitary dwellings."

7. It seems very necessary to show that the Development Committee's Report does not contemplate the immediate undertaking of improvement schemes regardless of cost and without waiting for amendment of the law and by-laws, because there seems to be an impression in various quarters that one effect of the issue of the Committee's Report must be to put a stop to expenditure on the Eastern Avenue and divert the 90 odd lakhs now available for the completion of the Eastern Avenue Scheme to a scheme for the improvement of Fort North or some other slum area. Such diversion would in my opinion be the greatest mistake the Trust could make, and I do urge them most strongly to stick to their original programme as outlined by Government in 1909 and devote the funds they have at command now to the completion of the Eastern Avenue. It will be seen from para. 7 of the Development Committee's Report that they approve that original programme.

8. The detailed schemes which the Trust are now considering for the broadening of the central and northern sections of Parel Road to 120' show that the Eastern Avenue can be completed with the Trust's present resources. It is naturally represented that there will then be nothing left for improvement of the slums; but Government are committed to supplying us with fresh resources for the completion of our programme and by the time the necessary amendments of the law and by-laws have been actually carried out, we ought to be in possession of 4½ lakhs per annum to be entirely devoted to slum improvement. Sir Ibrahim tells me he fears that once the Eastern Avenue Scheme is provided for, Government will not bother about getting us more funds ; and he wants to get what money we have devoted entirely to slums so that

the necessity of completing the Eastern Avenue may make Government more keen about enhancing our resources; but I see no reason whatever for those fears. Government have more than once clearly indicated that they are anxious to see our slum improvement programme extended; they recently sanctioned our one new improvement scheme—The Undria Street Scheme—and I am confident that if the method of house improvement that that scheme aims at demonstrating proves a success, Government will give us the strongest support in getting it extended to many other areas after amending the law so as to reduce the cost to the public purse and enable a far larger area than now to be improved for a given sum.

9. We have learnt by sad experience that the longer a scheme for broadening a street is postponed the more its ultimate cost will be, mainly by reason of new houses being hereafter erected along the route, so that where the Trust would now have to pay only the value of open land they will hereafter have to pay for land and building. There is nothing to be gained by deferring the widening of our one main north and south road, whereas if we defer acquiring slum properties until they have been depreciated we may effect great savings for the public purse.

10. From my point of view then the position is this—we have got the money necessary for completion of the Eastern Avenue Scheme; the longer we defer that scheme the more it will cost us: we can't profitably devote this money to improvement schemes, because we aren't ready to take them up until the law and bye-laws are amended which will take quite as long as legislation for supplying the Trust with enhanced resources: these resources will be available for slum improvement and will go further if meanwhile the construction of the Eastern Avenue has resulted in the dispersal of population from the slums to sanitarily developed estates within easy reach of the Eastern Avenue throughout the length of the Island: it would therefore be unwise to divert our funds from the Eastern Avenue to any improvement scheme and wasteful to devote it to the immediate improvement of Fort North or any other large congested area under the existing law, with the result that all our funds would be spent on the improvement of a very small proportion of the whole slum area to the benefit of few except slum-owners, leaving large areas equally deserving of immediate attention wholly unprovided for.

11. I am well aware that there is a popular outcry against the Trust on the ground that they have spent too much money on roads and not enough on improvement of slums: but the bulk of the people who repeat this cry have no idea of the value of street schemes as an indirect method of improving the slums in general over and above their direct effect in sweeping away the slums through which they pass. People don't realize that the new streets provide improved frontages and give easy access to back-lying estates which thus become capable of being sanitarily developed and so of providing decent dwellings and attracting people out of the slums so that ultimately slum rents and therefore the cost of acquiring slums will be reduced.

12. Again the man in the street clamouring for the Trust to take up slum improvement has no idea of the fact that under present conditions the whole of the Trust's resources would be expended on at most one-thirtieth of the area that needs to be dealt with—an area which must go on increasing the longer the enforcement of bye-laws ensuring adequate control of estate development is deferred. I quite approve of the policy of so spending our money that all parts of the City may benefit by such expenditure; but under the present law and bye-laws this policy resolves itself into abstaining from direct expenditure on slums, because we haven't enough money and never shall have enough to do any appreciable good with, if we spread our operations over all parts of the slum area. Until we can depreciate slum property or reduce the cost of our methods of dealing with them we are driven back upon the policy of touching no part of the slums because we can't deal with all parts. Why should the Fort North or any other large part of the slum area be favoured, if the rest is to be left untouched? Far better rely on indirect methods like street schemes and expansion schemes and enforcement of adequate bye-laws until the whole can be dealt with on some uniform system.

13. I would always be ready to undertake an improvement scheme in a particular area in advance of the general scheme for all the slums, if it happened to lie in the line of a street scheme intended as an indirect scheme for the improvement of the slums in general: and I see that the Development Committee give the necessity of an east and west road through Fort North as one of their reasons for specially recommending Fort North for improvement: but I am unable to admit that the contemplated road would benefit the slums in general. It is not like the Eastern Avenue a main trunk road affording easy access to new estates under sanitary development. Moreover any improvement scheme in Fort North would involve a large displacement of population, far more serious than the displacement along Princess Street and Sandhurst Road. There for the most part the demolished houses were comparatively low and probably as many people are sanitarily housed on the new frontages as were insanitarily housed in the old houses: but the houses in the Fort are very high and at present very crowded and no road scheme could be devised which would not result in a large nett displacement of population. As I stated in my original note I quite agree with the Committee that the improvement of Fort North is very desirable and I would take it up along with other areas as soon as the necessary amendments of law and bye-laws have been effected: but both on account of the reasons stated above and of those set out in Sir Ibrahim's minute of dissent, I would let it wait along with the numerous other areas which are even more densely populated. I do not think sufficiently good reasons have been made out for taking it up before them. From my recent lecture on "Density of population in Bombay City" which I hope the Trust will have printed at an early date, it will be seen that Fort North ranks only 15th in the order of density of population.

14. I have already indicated in my original note the nature of the amendments I recommend in the law and bye-laws: so I need not do more than refer to that note (point 1) here. A Committee of the Corporation have already agreed to most of the necessary amendments and I hope that the acting Chairman will attach to this note the printed draft Report* of the Committee which I left with him for the Trustees' information. The amendments to which that Committee have not referred are those which, following the recommendations which Mr. Harvey made some 12 years ago, I have proposed in the way of adaptations from the Housing of the Working Classes Act giving the Local Authority power to acquire parts of buildings and power to remove obstructive buildings or parts of buildings in order to form air spaces and to levy betterment from the owners of houses benefited by the creation of such air spaces.

15. The cost of many of our schemes would have been greatly reduced if we could have levied betterment from the owners of properties just outside our schemes which benefit by the open spaces we have left in the rear of our plots. It is quite true that because poor people don't yet fully appreciate the benefits of light and air in their rooms, they don't pay higher rent when the lighting and ventilation are improved and this gives the landlord some justification for disclaiming betterment: but the real betterment comes in in the greater security of his rent, for there is no doubt that as education progresses and the standard of comfort rises even poor people will vacate dark rooms when good rooms are available at equal rents in the neighbourhood. Moreover, when individual rooms can be closed as U. H. H., if they are inadequately lighted and ventilated as the Municipal Committee propose, there will be undoubted betterment when the creation of a new air space saves a room from such closure.

16. On re-reading this note I apprehend that some readers may ask what I mean by depreciation of slums and what I think will lead to such depreciation. I was glad to hear the other day from a friend who does much work in advising on proposed mortgages of slum properties that already the rumours as to what was being proposed in the Trust and the Municipality had affected values in the slum area. The sooner the period of doubt is ended the better, and I hope it will not be long before all the amendments of law and bye-laws that I have recommended are finally adopted: there will then be no more doubt about values, and I anticipate that slum properties will fall in value (and it is quite right that they should

* Not available.

after the long period in which the owners have enjoyed exceptional rents) when it is known that U. H. H. rooms will be closed, that no extension upwards or outwards of a house which does not satisfy modern sanitary standards will be permitted, that if a house is burnt down, at least one-third of the site will have to be left free of building, that more and more rooms satisfying modern sanitary standards are being constructed to compete with insanitary rooms and that more and more areas are being developed on sanitary lines by reason of improvement in communications, means of transport, then there will be no more of that disastrous underselling of sanitary properties by insanitary properties, but the former will be encouraged and appreciated while the latter are discouraged and depreciated and then and not till then we shall be able to profitably undertake the wholesale improvement of the Bombay slums.

On the Chairman moving that the subject be referred to the Improvements Committee, Sir Sassoon David moved the following amendment :—

" The letter from Government and Mr. Orr's minutes thereon should be considered at a special meeting of the whole Board."

The amendment being put to the vote was *carried*. It was also carried as a substantive proposition.

It was accordingly resolved—

RESOLUTION No. 182.—The letter from Government and Mr. Orr's minutes thereon should be considered at a special meeting of the whole Board.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 29th September 1914.

4. Resumed further consideration, with reference to item 4 of the proceedings of the Board, dated 8th September 1914, of the draft letter to Government *re*: the recommendations of the Bombay Development Committee concerning the Trust (Circular No. 492 of 1914).

The Chairman stated that he had revised paras. 6, 7 and 8 on the lines indicated at the previous meeting of the Board, and that the revised draft letter reads as follows :—

" I have the honour to reply to Government letter No. 4479, dated 5th June 1914. The recommendations of the Bombay Development Committee, so far as they concern the Improvement Trust, have been considered by the Board, and the action that the Trustees propose to take to give effect to those recommendations is indicated in the following paragraphs.

2. In the development of their land in the North of the Island, the Trustees are prepared to act in conformity with the recommendations that factories and large industries should be restricted to the North-East corner of the Island. In regard to *offensive* trades they venture to urge upon Government the desirability of relegating such trades so far as possible to sites outside the Island. New businesses of an offensive character should—the Board think—under no circumstances be allowed to be established on the Island. The areas under the Board's control in the North of the Island are intended mainly for residential purposes, and the proximity of offensive trades is likely to depreciate their value.

Recommendation No. (i), *vide* summary accompanying the Government letter.

3. The Board are in agreement with the Committee's recommendation that an improvement scheme for the insanitary areas in Fort North, combined with a communication from East to West, is desirable and important. Various schemes for the purpose have been prepared and considered by the Board in the past. In 1909 the Chairman (Mr. Orr) noted that " in accordance with Government Resolution No. 3022, dated 14th June 1909, the Trust should definitely postpone the scheme for a road from Ballard Pier to Hornby Road for at least 5 years (probably 10), till the Abdul Rehman Street Scheme and other street schemes of the first importance are completed." Mr. Orr then proceeded to elaborate a scheme for the improvement of insanitary areas in Fort North by the provision of a large number of small ventilation chauks. His proposals however did not commend themselves to the Municipality and the question of improving Fort North was dropped.

Recommendation No. (ii).

On the understanding that substantial assistance will be forthcoming from both the Port Trust and Municipality, the Board are willing to consider the question afresh. The Board's officers will accordingly be instructed to prepare a revised scheme in consultation with the Municipal and Port Trust executive.

4. It has been the constant policy of the Board to encourage migration from the slums by developing open land for residential purposes. Two of the principal schemes now in hand (at Matunga and Sion) are designed with this object. The widening of Parel Road, which will render rapid communication possible with the North of the Island both by motor and tram, will assist towards the same end.

Recommendation No. (iv).

5. The Board will continue to devote special attention to the provision of sanitary chawls accommodation for the poor evicted from tenements demolished in process of Improvement Schemes. Up to date 50 blocks of chawls have been erected at a cost of Rs. 35 lakhs, while 6 additional blocks are now in course of erection.

Recommendation No. (v).

6. The question whether the Board can take up at the present time small improvement schemes within the City is primarily one of ways and means.

Recommendation No. (ix).

The forecast prepared last year showed that the Improvement Trust had a margin of 95 lakhs to meet losses on new schemes. Since that forecast was prepared the Board have notified a scheme for widening the Parel Road from Sandhurst Road to Byculla Bridge, the estimated cost of which is 37 lakhs (net loss). A scheme for another section of the same road, *viz.*, from Byculla Bridge to Lalbag, forming the last link in the Eastern Avenue, has been prepared, and shows an estimated loss of 60 lakhs. If this scheme is adopted by the Board it is clear that there will be no money available for taking up new improvement schemes, until such time as the Board's resources are augmented.

At the same time it may be pointed out that it is proposed to include within the scheme for widening Parel Road from Byculla Bridge to Lalbag two small improvement schemes, *viz.*, 'the represented areas' of Tulsirampada and Guzri Bazar. It may further be noted that the East Agripada Improvement Scheme which is now in progress has proved a good deal less costly than was estimated, and that proposals are now before a Committee of the Board to utilize the savings in extending that scheme by taking in certain slum areas which formed part of the scheme as at first prepared.

To the extent above indicated the Board expect to be able to meet the Committee's recommendations in regard to the taking up of small improvement schemes. The general question of dealing with the numerous insanitary areas in Bombay City must, in the Board's opinion, be postponed pending—

(i) the augmentation of the Board's resources;

(ii) the amendment of the Municipal Act and bye-laws on the lines recommended by the Committee; and

(iii) the production of a satisfactory scheme of slum improvement, which will be less costly and create less disturbance than the wholesale demolition method hitherto employed. The Board are conducting an experimental scheme on these lines at Undria Street; the results of this experiment should be apparent within the next few months.

7. In planning the development of residential areas the Board will provide play-grounds for children. Areas will also be reserved for recreation grounds in the large schemes in the North of the Island.

Recommendation No. (x).

8. The only other recommendation of the Committee with which the Trust are concerned is the last. The Board are in cordial agreement with the suggestion that periodical conferences should be held by the executive officers of the various public bodies concerned in the development of Bombay, and are prepared to depute the Chairman to attend any such conferences that may be called hereafter."

Recommendation No. (xxiii).

A suggestion that a "representative" be substituted for "the Chairman" in the last line of para. 8 was accepted and on the Chairman's motion it was resolved that—

RESOLUTION No. 216.—The draft letter as amended is approved.

Note.—Mr. Wacha did not vote on the motion.

APPENDIX M-6.

(*Referred to in para.* 28 *of the Report.*)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 13th October 1914.

6. Considered the following papers underlying Circular No. 514 of 1914 on Memorandum from Government, General Department, No. 7597, dated 25th September 1914, forwarding, for remarks, a letter from the President, Municipal Corporation, suggesting an amendment to section 45 of the C. B. I. Act, 1898 :—

Letter No. 2964, dated 1st August 1914, from the President, Municipal Corporation, to the Secretary to Government, General Department :—

I have the honour, by desire of the Municipal Corporation of Bombay, to state for the information of Government that the Corporation are of opinion that section 45 of the City of Bombay Improvement Act, IV of 1898, should be amended so as to provide that the Municipal Commissioner shall have the power to prescribe the *mode of construction of roads* embodied in the Street Schemes and to refuse to declare any streets to be public streets unless they have been constructed to his satisfaction in accordance with the mode prescribed. I am, therefore, desired to request that Government will be pleased to undertake legislation for the amendment of the section accordingly.

Report No. 19950, dated 14th September 1914, from the Municipal Commissioner :—

* * * * * * *

2. As the Municipality have to maintain the roads handed over by the Trust to it, it has a natural interest in requiring the roads to be made of the most modern system of construction, and one which will take the class of traffic which the road is likely to carry. The Improvement Trust Act does not interfere with the Municipal Commissioner's power to regulate the construction and materials of all buildings, whether on the Improvement Trust property or not, and a much stronger *prima facie* case would appear to exist for the system of construction of public roads to be under the Municipal Commissioner's control. It may be alleged that this will lead to the Municipal Commissioner's demanding the most expensive form of construction. But the temptation to the Trust to construct the cheapest form of road that will pass muster is obviously considerably greater. Speaking generally, the Trust *desires to stick to old methods of construction*; but these are undoubtedly inadequate to meet modern traffic conditions, especially motor traffic, whether fast or slow: while the Municipality naturally desires (and is willing to impose upon itself as regards new roads) some system of construction rather ahead, if anything, of present day requirements. I think it obvious that the Municipal view ought, in the public interest, to be accepted.

3. Although the question of road making is still a matter of discussion on which different schools of opinion prevail in all parts of the world, there can be no doubt, in view of the entire failure of the Bombay roads with old methods of construction

to stand the present traffic, that a better foundation is required. The Municipal Officers are unanimous in thinking that concrete bottoming is required for all roads that will carry heavy traffic, and I am strongly of opinion that the Improvement Trust should construct such of their new roads as will have to carry this traffic with this foundation.

4. The best method for the superior road crust in Bombay is still a matter of doubt and experiment. A thin skin of tar surfacing with fine stone chips (such as is being tried at present) may prove the best attainable with reasonable economy : on the other hand, the superimposition of a considerable thickness of bitumen bound macadam may prove the best and in the long run the cheapest. Where traffic is very heavy, it may yet be necessary to revert to granite sets. It is clear that the Improvement Trust may be unwilling to undertake the more expensive forms of construction, and that these may afterwards prove to be so superior, as to necessitate their being put down.

5. As I have said, the matter is still one of practical experiment, and the Municipal Engineer, Mr. Mackison, is making special enquiries into the subject while on leave in Europe. Speaking generally, however, it is, I think, obvious that, while the Improvement Trust should not be compelled to do more as regards new roads than the Municipality is itself willing to do for its own new roads, it should not be allowed to lag behind, nor to adopt any but the most approved modern methods for roads which should *ex.hypothese* be thoroughly up to date thoroughfares. I think therefore that the Trust's specification for roads should be subject to the approval of the Municipal Commissioner with the proviso that the latter shall not call upon the Trust to employ methods of construction which the Municipal Commissioner does not prescribe for roads carrying similar traffic which the Municipality is constructing or intends to construct itself.

6. It will be seen from the above that I consider an amendment of the Trust Act to this effect to be necessary.

7. I would point out that a similar amendment is desirable in section 37 of the Port Trust Act. The Port Trust roads, which they hand over to the Municipality, are not likely to be numerous: but they carry very heavy traffic, and they should be put into the best form for maintenance, before the burden of the latter is put upon the Municipality.

Memo. No. 6099, dated 8th October 1914, by the Engineer :—

* * * * * * *

2. In order to get a proper understanding of the matter under consideration it is necessary to look at it from an historical point of view in the first instance.

3. Prior to the recent amendment of the Trust Act, the repair of roads constructed by the Trust did not really concern the Municipality, because under section 73 (2) (iii) of the Trust Act, as it stood up to the last amendment, the extra contribution to the Trust under that section was subject to a deduction on account of the amount expended upon the repair of roads constructed by the Trust and taken over by the Municipality, so that the repair of these roads was really borne by the Trust. Since the last revision of the Trust Act this system has been done away with and a definite contribution substituted leaving the cost of repairing roads constructed by the Trust to fall on the Municipality.

4. This is evidently the *raison d'etre* for the suggestion under consideration.

5. Now as regards the Municipal Commissioner's fear that the Trust may be tempted to endeavour to escape their responsibilities and construct the cheapest possible kind of road that will pass muster. It will be easy to show that in the past the Trust has successfully resisted this temptation though probably the temptation was stronger in the past than it is likely to be in the future.

6. When the Trust was created in 1898 and the years immediately following, one of the first things they did was to apply to the Municipality for details of the standards which they

were adopting for road construction and similar works; the information with regard to this was duly received and is on record in this Department and the writer can say from his own personal knowledge that the only instances in which these standards have been deviated from have been those in which the Trust have considered the standards unsuitable owing to their not being high enough for the work being done and in consequence have adopted methods of construction very considerably in excess, both as regards cost and as regards quality of the Municipal standards.

7. It is further pointed out that practically every advance towards the goal of a satisfactory modern road construction in Bombay has been made in the first instance by the Improvement Trust.

8. The first piece of tarred carriage-way constructed in Bombay was the carriage entrance at the Trust Offices. The first main road constructed with a surface of tar grouted macadam was Princess Street, and it is pointed out, that, except for two paintings of tar and grit to reduce the slipperiness of the surface, this road from Queen's Road to Girgaum Road has not been repaired in any way since May 1906, when it was first constructed. The first road constructed with a tar macadam carpet as a wearing surface was Owen Dunn Road on the Gamdevi Estate; this method proved so satisfactory in this case, where, shortly after its construction the road was called upon to withstand an extraordinarily heavy bullock cart traffic in connection with the filling in of the Gowalia Tank, that it was decided to adopt it for that portion of Lamington Road which was formerly called Chunam Kiln Lane, and it would have undoubtedly been more successful in this latter portion had it not been that immediately the work was done this unfortunate bit of road was cut up for water mains, gas mains, electric cables and several other accessories in spite of the fact that the Departments controlling these works had been asked to do the work, if they had any to do, before the work of completing the road was taken in hand.

9. You will doubtless remember that when you were acting Chairman for a short time prior to the arrival of Mr. J. P. Orr, the undersigned suggested that, as there was a considerable saving on the estimate for the construction of that portion of Lamington Road formerly called New Queen's Road, it would be advisable to treat the upper surface with tar grouted macadam, in order to force the Municipality for very shame to do something to the remainder of the Queen's Road which was then in a shocking condition. You agreed to this and the work was afterwards carried out, with the result that the Municipality was forced to make Queen's Road into something approaching a decent surface.

10. Many years ago the undersigned tried, in connection with the roads on the Colaba Reclamation, to get the Municipality to agree to place the water mains in small subways under the footpaths, these subways being also intended to carry other service mains such as gas and electric cables; the Water Department at the time absolutely refused to have anything to do with the suggestion. Since Mr. Mackison came, however, that objection has been overruled and Mr. Mackison is as keen as the writer on obtaining satisfactory modern roads in Bombay; indeed within the last year the writer made a point of going to see Mr. Mackison with the object of seeing whether something could not be done to hurry things up and at that meeting suggested that he was prepared to recommend to the Board the provision of a road with 8" of cement concrete as a foundation, on the top of which a bituminous surface of sufficient thickness was to be laid, and in addition to provide two subways, one on either side of the road, to carry the surface mains, cables, telephone and telegraph wires, and perhaps the surface water drains. As a result of this meeting the then Chairman Mr. Orr was asked to recommend the proposition of a road similar to that mentioned above for Sydenham Road and he agreed to do so, should there be sufficient saving on acquisition to cover the extra expense.

11. So much for the manner in which the Board has resisted the temptation which the Commissioner evidently fears they are put to. As regards the future, from the undersigned's experience of the Board in these matters it is certain that they will continue to strive for improvements even against great temptations to take the easier way from a financial point of

view. In support of this it may be mentioned that the Board has only recently passed the estimates for a portion of the Parel Road Street Scheme which provides for a road on the lines above mentioned.

12. From the above you will see that the writer is not greatly in favour of carrying out the suggestion that the Trust Act should be altered in the manner suggested by the Municipal Commissioner. An additional objection to doing so is, that it would certainly give the Municipality the power of getting experiments in road-making carried out for them at the Trust's expense, even though the Trust's professional advisers were opposed to systems proposed by the Municipality.

13. A point which although it has no direct bearing on the subject under consideration is indirectly connected with it, is that it would appear to be only fair if the Trust provide subways and roads which will require practically no expenditure on upkeep for several years, that the Municipality should contribute some portion of the saving in upkeep towards the construction of the road and should pay to the Trust either the whole or a portion of the capitalized value of the rents which they will be able to recover from the other bodies using the subways.

Minute, dated 9th October 1914, by the Chairman:—

* * * * *

I do not think we can object to the amendment of section 45 of our Act on the lines indicated at the end of para. 5 of the Municipal Commissioner's memo.

While prepared to accept for the future the Municipal Commissioner's ruling as to the specification that should be adopted for our roads I think we should point out that nothing has happened in the past to point to the necessity for an amendment of the Act. So far from it being true that the Trust prefers old methods of construction—as suggested by the Municipal Commissioner in para. 2 of his memo.—the Trust has been a pioneer in Bombay in new methods of road construction. We can quote the instances given in the Engineer's para. 8 in support of this statement.

The suggestions in the Trust Engineer's para. 13 have been made after discussion with me. In cases in which it is decided to put in subways from the use of which the Municipality may be able to obtain a rent it seems only just that a capital sum should be paid to the Trust by the Municipality, representing the cost of constructing the subways. Whether we can justly demand a contribution from the Municipality for making a road of such a permanent (and expensive) character that it will require no repair for many years to come I am doubtful.

Comparative statement showing cost per foot run.

——	Ordinary Water bound Macadam.	Tar Grouted Macadam.	Surfaced with Tar Macadam instead of Grouted Macadam.	With Tar Macadam on Concrete Foundation.	With Mexphalte on Concrete Foundation.	With Granite Sets as the surface of the Carriage-way.
For a 80′ Road with 15′ side walks and 50′ Driveway.						
Cost per foot run ... =	Rs. 37	Rs. 41	Rs. 45	Rs. 66·61	Rs. 72	* Rs. 234

NOTE.—The cost of a subway under each side of the Road would be Rs. 43·5 per foot run additional.

* This is an old quotation and it is doubtful whether it could be done for this now.

RESOLUTION No. 233.—The Trustees will not object to the amendment of the Act on the lines suggested by the Municipal Commissioner.

APPENDIX M-7.

(*Referred to in para. 28 of Report.*)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 11th August 1914.

5. Considered papers underlying circular No. 414 of 1914 on the following correspondence:—

Letter, dated 8th July 1914, from the Honorary Secretary, Parsi Sub-Committee, Bombay Co-operative Housing Association.

By desire of the Sub-Committee appointed by the Bombay Co-operative Housing Association to enquire into the needs of the Parsee Community in the matter of housing, I have the honour to state that the Sub-Committee have under consideration a scheme for putting up 20 houses on plots of the Gamdevi Estate. These houses will consist of a ground floor and two upper storeys as shown on the plans* submitted herewith and will cost about Rs. 18,000 as per estimates* also sent herewith. The idea is to encourage persons of the middle and lower middle classes to come forward to put in one-third of the estimated cost and to pay the rest on instalment system. Such a scheme could only be rendered successful if certain concessions are secured so as to economise expenditure without in any way disregarding the sanitary requirements of the Trust. In formulating the scheme it has therefore been assumed that the Trust will be good enough to agree to the undermentioned concessions:—

(1) Special arrangement for the lay-out of the plots in such a manner as to admit of 20 buildings being put up on the aggregate area of 8 plots on the Gamdevi Estate.

(2) Laying-out of a new central 20 feet road at the expense of the Improvement Trust.

(3) Mode of construction of the buildings as per details and items set forth in the estimates.*

Before inviting the members of the community to co-operate in the scheme, the Sub-Committee would like to have an assurance from the Trust that there would be no objection to the plans* and estimates* as drawn up being passed; and I am desired to request that with a view to making the scheme as attractive as it can be made you will be pleased to sanction the concessions set forth above and further to agree to lease the necessary land on as easy terms as possible to the Society that may be eventually formed to carry out the scheme.

Report No. 4657, dated 22nd July 1914, from the Trust Engineer.

* * * * * * * * * *

2. There are only two points in this scheme which are objectionable. One is the proposed staggering of the buildings on the plots as shown and the other is the elevation.

3. The buildings should be placed directly in front of each other, otherwise the appearance from both the 40' roads will be most objectionable from an architectural point of view, and there is really nothing to be gained by staggering the buildings as shown on the plan. It would be quite different if the buildings were so placed that each alternate building came directly over the full open space between the two buildings in front or behind it; this however would lead to the loss of half the plot at the end, so would not be feasible, and therefore I would suggest that the Board should insist on the buildings being directly in a line behind each other.

4. As regards the elevation as shown, it is most unsatisfactory and should not be permitted. I have had a pencil sketch * of a simple economic and satisfactory elevation prepared by Mr. Phibbs, the Acting Trust Architect, which I would suggest might be adopted by the Board should they sanction the scheme.

* Not printed.

5. As regards the scheme generally, I would strongly recommend it subject to the above remarks and would refer you to Trustees' Resolution* No. 208, dated 9th September 1910, in which a similar scheme was suggested by this office and the Trustees then were favourably inclined to the scheme.

6. The buildings in that scheme were somewhat larger and the open spaces were also greater than in the one suggested by Mr. Katrak on behalf of the Housing Association.

Report No. 8648, dated the 25th July 1914, from the Land Manager.

* * * * * * * * * * *

2. Subject to the Trust Engineer's remarks regarding the arrangement of the buildings and the elevation, both Mr. Delves and the undersigned are very much in favour of the proposal.

3. Mr. Delves has discussed the matter with some of the members of the Sub-Committee of the Bombay Co-operative Housing Association and understands that if their scheme fructifies, they will apply for the block of land surrounded by a red line on the plan* (Land Manager's No. 122, dated 23rd July 1914) sent herewith; this block would accommodate 24 blocks or four more than the Sub-Committee think their Society would require; there would be no difficulty in disposing of the extra land to outsiders, but the Sub-Committee would be wise to advise their Society to take the whole block and to arrange to have shops on the ground floor of the four blocks facing Harvey Road.

4. The total area of the block excluding the proposed 20 feet road is about 9,520 square yards,—it includes the whole of plots 54 to 57 and 39 to 42 and also a portion of 43—the remainder of 43 and 44 could be divided into two plots.

5. If the buildings are erected as suggested by the Trust Engineer and as shown on this office plan* No. 122, dated 23rd July 1914, there would be no overcrowding and only about one-third of the area would be built on.

6. There is a considerable demand for small plots on this estate—the plots as they now are admeasure about 1,100 or 1,200 square yards and are too large. Attempts have been made to get applicants for small plots to combine and take three or four plots and split them up but without success, and it appears that it is only by means of Co-partnership Associations that this can be done.

7. The concessions asked for are very moderate—the service passage between the two rows of plots is already 15 feet in width and only about 225 square yards will have to be sacrificed in order to make it 20 feet wide—a sewer already exists but a storm-water drain will have to be provided. The 15 per cent. discount allowed under Trustees' Resolution* No 26, dated the 1st February 1910, might also be allowed.

8. It is believed that another of the Sub-Committee is preparing a somewhat similar scheme for the whole or a portion of the vacant land between Vachaghandy and Laburnum Roads and both schemes should receive every encouragement.

Chairman's Minute, dated 4th August 1914.

* * * * * * * *

I agree with Mr. Orr that we should offer every encouragement to pioneers among the Housing Associations. The Parsi Committee mean business.

I would suggest that we reply that the Board will be willing to agree—

(1) to a lay-out of the land as shown on Land Manager's plan* 122.

(2) to construct a central 20 feet road.

(3) to the construction of building as proposed subject to an improved elevation to be approved by the Board, and

(4) to consider an offer for the whole area based on the scheduled rate for the plots *less* 15 *per cent.* provided a fair offer is submitted within three months.

* Not printed.

The Chairman explained that the construction of the buildings proposed would be in accordance with the Board's regulations and similar to that already permitted on the Gamdevi Estate.

After discussion it was resolved—

RESOLUTION No. 181.—The Chairman's proposals are approved subject to the provisos that (1) the 5 feet to be thrown into the central passage to make a 20 feet road should be paid for and (2) the said road should be reserved for pedestrian traffic only.

APPENDIX M-8.

(Referred to in para. 28 of Report.)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 27th April 1915.

6. Considered the following letter No. 4211 dated the 24th April 1915 from the Deputy Land Manager forwarding a formal application from the Saraswat Co-operative Housing Society, Limited, for plot No. 35, Gamdevi Estate. (Circular No. 159 of 1915.)

Plot No. 35, Gamdevi Estate.

"Herewith I have the honour to forward an application for a building lease of a portion this plot received from the Saraswat Co-operative Housing Society, Ltd., together with the letter accompanying the same.

2. The land applied for is surrounded by a red line on the plan,* Land Manager's No. 52 dated the 23rd instant herewith. The area is about 1,459 square yards.

3. Plot No. 35 was originally reserved as a site for a Police Accommodation Scheme, but that idea having been dropped, the site is available for disposal in the ordinary way.

4. The rate per square yard on which the Society offers to pay rent is Rs. 14, but this appears to me to be somewhat low and a fair rate would be Rs. 15.

5. The conditions on which the application is made are normal except that (*a*) the period within which the buildings are to be completed is put at 30 months and (*b*) the free period mentioned in clause 14 of the agreement form has been altered from 12 to 24 months. It is understood that the Society intends to commence building operations at once and that the alteration of the building period to 30 months is made merely as a precaution in view of the somewhat exceptional circumstances now prevailing. The alteration in clause 14 does not affect the latter part of clause 16, which provides that the free period is to cease on occupation of the buildings if such occupation occurs before the expiration of the period mentioned in clause 14."

Read also the following letter dated 20th April 1915 from the Honorary Secretary of the Saraswat Co-operative Housing Society, Limited, covering the former application.

"I have the honour to state that the Saraswat Co-operative Housing Society has been formed and registered under the Co-operative Society's Act II of 1912 with the object of erecting residential houses for the benefit of small tenants of moderate means.

2. The Society proposes to commence work by erecting three houses on the northern portion of plot No. 35 of the Trust Estate at Gamdevi and the prescribed application offering to enter into an agreement in respect of the plot is enclosed. Each house will cover a space of about 34 by 49½ feet and will have a ground and two upper floors with only two tenements on each floor. Each of the proposed buildings with 10 feet open space all round would require a space of about 417 square yards and the three buildings together should not ordinarily take more than 1,251 square yards. But on account of the uneven delineations of the plot in question, the buildings will take a somewhat larger area and the ground rent would proportionately increase.

* Not printed.

3. The Society being the first of its kind in this City and for the matter of that in India deserves all possible encouragement. In the first place it will work for the benefit of the tenants and not of the individual capitalist. Secondly, it will afford an impetus to similar efforts for bettering the housing conditions of the poorer middle class people in the City. I have therefore to request that you will be so good as to move the Board to fix the ground rent of the plot at as low a figure as possible. I have also to request that the usual period of one year for which rent-free concession is granted may be extended to two years in favour of the Society, so that it may not suffer in case of any unavoidable delay in construction on account of the present war.

4. I would invite your attention to the fact that the Society is exempted from the payment of the stamp duty and of fees payable under the Registration Act (*vide* Section 28 of Act II of 1912 and Government of India Notification No. 683 dated 28th December 1912 and 2025, Home Department, dated 28th June 1910) and to request you to be so good as to reduce the preliminary expenses as far as practicable.

5. A copy* of the Registered By-laws of the Society is forwarded herewith for your information together with a copy* of the Resolution of the Managing Committee of the Society authorising the Chairman, the Secretary and Mr. M. Vithal Rao, a member of the Committee, to enter into an agreement with you."

Read the following minute dated 24th April 1915 by the Chairman :—

* * * *

"I recommend that to encourage the formation of similar Co-operative Building Societies every possible encouragement be given to these pioneers. I would sanction the lower rate of Rs. 14 and the two years' free period, to relieve the Society of anxiety as to the risks they are taking. As a matter of fact it is to their interest to get the tenements occupied as early as possible and I expect them to be in occupation of the completed buildings within one year in which case the free period will automatically cease."

After discussion the Chairman moved the following proposition:—

"The application is accepted as a special case."

As an amendment Mr. Tod moved the following :—

"The Chairman is authorised to accept the application if the applicants raise the rate to Rs. 15 per square yard."

The amendment on being put to the vote was *carried*.

It was also carried as a substantive proposition.

RESOLUTION No. 120.—The Chairman is authorised to accept the application if the applicants raise the rate to Rs. 15 per square yard.

APPENDIX **M-9.**

(*Referred to in para.* 28 *of Report.*)

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 6th October 1914.

8. Considered the following papers underlying circular No. 503 of 1914:—

(*a*) Letter No. 18084/W-6, dated 14th November 1913, from the Agent, B. B. & C. I. Railway.

Proposed connection for the B. B. & C. I. Railway between Mahim and the Port Trust Railway.

With reference to the correspondence ending with your letter No. 6896, dated 5th September 1912, I beg to forward herewith a ferro* No. 7-2/1627, showing an alternative scheme, which is described in the attached copy of a note* by the Assistant Bridge Engineer, Pardi. I shall be glad to know how this proposal will suit your plans as compared with the former ones.

* Not printed.

(*b*) Memo. No. 7451, dated 20th November 1913, from the Engineer :—

* * * * * *

The proposal appears to me to be a very satisfactory one from the Trust point of view, and I would recommend its adoption, subject only to the condition that instead of the earthen bank with earth slopes on each side of the proposed bridge approaches over the combined Mahim Loop and the B. B. & C. I. Railway Chords, concrete retaining walls should be provided. This should not cause any serious increase of cost to the Railway Company, because it is obvious that the land required for the slopes of earth embankment would have to be paid for by the Railway Company, and the cost of this land would probably amount to quite as much as the cost of retaining wall, and there would be from the Trust point of view the great advantage in the latter case, that the retaining walls are susceptible of architectural treatment; I do not think the Railway Company are likely to let this point stand in the way of their carrying out the scheme. The other advantages to the Trust from the proposal are—

(1) That the embankment is greatly reduced in height from the G. I. P. Railway Main line to the Sion Road, or as it is called in the note, Kurla Road ; and so allows a much greater perflation of air to the Trust plots adjoining.

(2) The total abolition of the embankment from the Sion Road to the eastern boundary of our scheme.

(3) The new proposal does away with the huge triangle of waste ground, which lies between the line of the former proposal for the B. B. & C. I. Railway Chord and the existing Mahim Loop.

(4) The proposed road overbridge can easily be made an object of architectural interest, whereas the bridges at present existing on the Mahim Loop line are anything but beautiful.

The only objection from the Trust point of view is that the flank roads along the Tansa and Vehar pipe lines would have to start further north than they do at present and would be connected to the main road by a bridge approach taking off from the top of Sion Road Overbridge. This would not be a serious objection, as it was intended to turn the portion between the flank roads and the eastern boundary of our scheme as far as the present Mahim Loop into a park, and the effect of the new proposal would be merely to increase the size of the park.

On the whole, I am of opinion that the new proposal is the best solution of a difficult problem, and I would therefore recommend that the Board should be asked to approve of it.

(*c*) Memo. No. 10817, dated 21st September 1914, from the Deputy Land Manager:—

* * * * *

2. The proposal is, in some respects, an improvement on that submitted in 1912.

3. As but few levels are shewn on the section and no sections at all are given of the proposed approach roads to the suggested overbridge, it is difficult to follow the Company's proposals and to state exactly where and to what extent they would affect the Board's lands.

4. The plan forwarded by the Company purports to show by means of dotted lines the development of portions of Schemes 5 and 6. Unfortunately the person who prepared the plan does not appear to have been in possession of an up-to-date plan showing the sanctioned development of the portions lying to the South of Mahim Loop, as that shown in Mr. Kent's preliminary proposal ; the development north of the Loop line has not been sanctioned, except possibly so far as the two flank roads on the east and west of the pipe line are concerned (*vide* Trustees' Resolutions Nos. 214 and 108, dated 31st October 1911 and 28th May 1912, respectively).

5. So far as can be judged from the sections, the proposed rail level would be about 6 feet above the level of the existing Sion Road and probably about 2 feet above the level of

the surrounding land. Allowing for head room and construction, the top of the overbridge would be about 25 feet above the level of the plots on each side of the Railway. The approaches to this bridge are shewn on the Company's plan as extending for a distance of about 950 feet northwards and 850 feet southwards—but in the absence of sections these distances cannot be checked.

6. A rough sketch plan* has been prepared on a scale of 100′ to the inch shewing the sanctioned development on the south and the two flank roads by the pipe line. On the sketch plan* the Company's proposals, so far as they affect the lay-out of the Board's lands and so far as they can be, have been shown in red.

7. On the west of the south approach to the bridge the levels of one important road would be affected and the land on the north of this road and abutting on the approach would be rendered almost valueless unless a low-level road were provided—on the east and west of the north approach a considerable area of land would also be considerably depreciated in value.

8. The lowering of the Mahim Loop over the pipe line would block the access to the land lying to the east of the Harbour Branch Railway and to the south and west of the pipe line. So far as the land between the Harbour Branch Railway and the pipe line is concerned this would not be of much importance as the area is not great and other means of access could be provided. The land to the east of the pipe line will in the not very distant future be in demand for industrial purposes and access to it should be made as easy as possible. The blocking of the east flank road slightly to the south of the Harbour Branch Railway would necessitate the provision of a road joining this flank road with a north approach to the overbridge and consequently instead of having access practically on the flat one up and one down approach would have to be negotiated.

9. The Railway Company's proposal for joining the east flank road with the north approach to the overbridge appears to require alteration. At the present time the head room between the top of the Tansa Main and the underside of the girders carrying the Harbour Branch Railway over the pipe is only 6′-6″ and from ground level to underside of girder it is 10′-9″. The top of the pipe at this point is therefore 4′-3″ above ground level and it is about the same all the way long. The head room of 10′-9″ should not be appreciably reduced specially as the road to be constructed under this bridge is likely to be used by carts and lorries carrying loads. It is not stated in the note accompanying the Company's letter how the new road proposed by them would be carried over the pipe—but unless the pipe be sunk it is obvious that the finished level of the road where it crosses the pipe would be 7 feet, or more above ground level. Allowing for a grade of 1 in 40 the crossing must be at least 300′ south of the existing bridge over the Harbour Branch Railway and not in the position shewn by the Company.

10. For the reasons given above the proposals appear to require further consideration and it was in the hope that time would be found to make alternative suggestions the papers were retained so long. It has however not been found possible to do so. The Company's proposals appear to be due to the fact that they desire to carry their new lines under the existing Harbour Branch Railway; if they could be carried over, the matter so far as the Board is concerned would be much simplified—but it is presumed that this is impossible from the Railway point of view.

(*d*) Memo. No. 5888, dated 29th September 1914, from the Engineer:—

* * * * *

When the matter came before me originally in November 1913, I was given to understand that it was one of extreme urgency with the result that after having seen the Assistant Bridge Engineer, Mr. Colam, on the subject and got him to agree to certain deviations, I sent on the papers so that sanction of the Board might be obtained to the general principle of the scheme, leaving the details to be officially settled thereafter. Among the deviations which I suggested at the time was one that the road joining the proposed new overbridge with the

* Not printed.

road running to the east of the Harbour Branch line should take off from the top of the new overbridge—thereby avoiding a right angle junction at the bridge approach which from a traffic point of view is most unsatisfactory and dangerous. My proposal in this respect is shown in red lines on the accompanying tracing.*

As regards the depreciation of Trust plots due to the new overbridge, I am strongly of the opinion that such depreciation will be more theoretical than practical.

The slope at 1 in 40 of the southern bridge approach runs out at the points marked A-A in red on the accompanying blue print* of a portion of the development of Scheme 6, from which it is obvious that the plots chiefly affected by the alterations will be those numbered 1 to 6 on the same blue print. These plots on the existing development are not very valuable or important plots as may be understood from the fact that they have a proposed Municipal yard and cattle stable in their rear.

Against the depreciation which these plots might suffer has to be placed the decided appreciation to the general scheme from an aesthetic and incidentally also from a commercial point of view, due to having the hideous monstrosities in the shape of the present bridges done away with and their replacement by an overbridge which is susceptible to a fine artistic treatment. Also to a less extent by the lowering of the high bank on which the main loop railway runs, to a reasonably low embankment which will allow of the north-westerly winds getting access to plots 1 to 4 and south-westerly winds to plots to the north of the Mahim Chord and west of the new proposed overbridge approach.

I think that a reasonable solution of the question of the depreciation would be for the Railway to undertake to make the road on the bridge and the bridge approaches to the standard which we propose for the rest of the Kingsway, at their expense.

The cost of the work would be somewhere between Rs. 50,000 to Rs. 80,000 and this amount would be saved to the Trust and compensate them for any depreciation which may take place owing to the emplacement of the proposed overbridge approach.

Access to both the bridge approaches could be provided by a road made out in a somewhat similar manner to that suggested on the blue print,* the suggestion being scored red.

An additional amenity could be provided without extra cost to the Board by turning the area scored blue on the blue print*, into a park.

Finally, I would point out that there is no engineering difficulty in obtaining sufficient head room for the road running under the Harbour Branch line.

(*e*) Minute, dated 1st October 1914, by the Chairman :—

By Trustees' Resolution No. 167, dated 3rd September 1912, the Agent, B. B. & C. I. Railway, was informed that the Board would offer the Company the area required for their new Mahim Chord extension referred to in the papers as the B. B. Loop, along with the area to the south of it as far as the Mahim Loop, which would be depreciated by the proposed line, at the cost of acquisition *plus* interest and sinking fund charges and 15 per cent. Area 63,371 square yards ; cost Rs. 1,23,176.

In his letter of 14th November 1913, the Agent submitted details of an alternative scheme, and asked how it would suit us. The Engineer reported on this in November 1913, and the papers went to the Deputy Land Manager who kept them with the intention apparently of making alternative suggestions. The Agent has now asked me to let him know if the scheme has the approval of the Board.

The new proposal is briefly to remove the existing Mahim Loop line Railway Bridge over Kingsway, to lower the Mahim Loop line, and to lift Kingsway on an overbridge over both the Mahim Loop and the new B. B. Loop, which could run side by side. The Tansa pipe would be lowered 2 feet to go under the B. B. Loop. The road that the Trust are making along the Tansa pipe would be diverted over the overbridge.

* Not printed.

The Deputy Land Manager's report on the scheme is attached. While regarding the proposal as an improvement on the original proposal of 1912 he points out that the levels of one important road in Scheme V will be affected, and that the land to the north of this road and abutting on the south approach of the proposed overbridge would be considerably depreciated in value—as would be also the land abutting on both sides of the north approach. He also points out that the access to Trust land lying east of the Harbour Branch line would be rendered more difficult.

The Engineer is in favour of the proposal for reasons that he gives. After discussion with me he has submitted a further report. While it is clear that our plots abutting on the approaches to the proposed overbridge must suffer depreciation I agree with the Engineer that the plots in question cannot under existing circumstances be regarded as very valuable ones, and I consider that the removal of the high railway embankment and the substitution of a handsome overbridge for the ugly iron railway bridge that at present fills the landscape will be a great improvement to our property from an aesthetic point of view. I think we may fairly ask the Railway Company to make the road over the bridge and its approaches on the standard we propose for the rest of the Kingsway. The Engineer puts the cost of this at somewhere between Rs. 50,000 and Rs. 80,000; this will be our compensation for depreciation of property. The new scheme has this great advantage over the old scheme that the area of wasted land, *i.e.*, land enclosed between two railway embankments will be reduced almost to nil.

RESOLUTION No. 228.—Referred to a Committee of the following Trustees for report:—

The Chairman.
Sir Frederick L. Sprott, Kt.
Municipal Commissioner.
Mr. A. H. Whyte.
Mr. A. M. Tod.
Mr. A. H. A. Simcox, I.C.S.

EXCERPT from the Proceedings of a Meeting of the Trustees for the Improvement of the City of Bombay, held on the 27th October 1914.

11. Read with reference to Trustees' Resolution No. 228, dated 6th October 1914, the following Report No. 1 of the Special Committee, dated 14th October 1914:—

We have considered the papers on the subject referred to us in Trustees' Resolution No. 228, dated 6th October 1914. We are of opinion that the proposal outlined in the accompaniments to the Agent, B. B. & C. I. Railway Co.'s letter No. 18084, dated 14th November 1913, is an improvement on the former one dealt with in Trustees' Resolution No. 167, dated 3rd September 1912. We accordingly recommend that the Agent should be informed that the Board prefer it to the former proposal. At the same time the Railway Company should be informed that the Trust will require to be compensated for the depreciation to its property abutting on the approaches to the proposed overbridge. It is not possible to calculate precisely the amount of this depreciation until longitudinal and cross sections of the proposed north and south approaches have been supplied. Sections should also be supplied of the proposed road joining the east flank road with the northern approach of the bridge, showing the head room under the existing bridge of the Harbour Branch Railway over the Tansa Main. Finally, it should be pointed out to the Agent—

(*a*) that the bridge under the Mahim Loop at the point where it crosses the G. I. P. Railway main line (*vide* A, on the Trust Engineer's tracing*) will require to be widened at the Railway Company's expense;

(*b*) that the proposal to locate a high level station on the Mahim Loop to the east of the bridge on the G. I. P. main line should not be overlooked.

RESOLUTION No. 243.—The Report is adopted.

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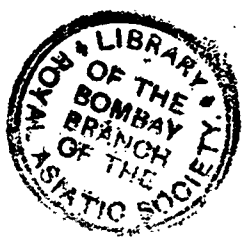
* Not printed.

BOMBAY IMPROVEMENT TRUST.

General Balance Sheet as at 31st March 1915.



H.802—1

CITY OF BOMBAY

GENERAL BALANCE

Capital and Liabilities.		Cash.	Cash.	Securities.
CAPITAL ACCOUNT.		Rs. a. p.	Rs. a. p.	Rs. a. p.
Schedule value of—				
Schedule "C" lands		53,44,120 7 8		
Schedule "D" lands		17,30,293 5 11		
			70,74,413 13 7	
Debt due to the General Public—	Rs. a. p.			
Debenture Loan of 1899 at 4 per cent.	50,00,000 0 0			
,, 1901 ,, ...	30,00,000 0 0			
,, 1902 ,, ...	30,00,000 0 0			
,, 1903 ,, ...	60,00,000 0 0			
,, 1904 ,, ...	50,00,000 0 0			
,, 1905 ,, ...	30,00,000 0 0			
,, 1906 ,, ...	20,00,000 0 0			
,, 1907 ,, ...	15,00,000 0 0			
,, 1908 ,, ...	30,00,000 0 0			
Sterling Loan of 1909 ,, ...	84,99,000 0 0			
,, 1910 ,, ...	42,95,000 0 0			
Debenture Loan of 1912 ,, ...	25,00,000 0 0			
,, 1913 ,, ...	18,00,000 0 0			
	4,92,94,000 0 0			
Deduct—				
Net Discount on the above Loans...	6,22,954 0 5			
		4,86,71,045 15 7		
Debenture Loan of 1914 at 4 per cent. (for Rs. 50 lakhs).	19,21,000 0 0			
Deduct—				
Discount on the above Loan ...	53,094 8 6			
		18,65,905 7 6		
Special Grants from the Government of India—			5,05,36,951 7 1	
On 1st April 1911		50,00,000 0 0		
On 6th May 1913		4,00,000 0 0		
			54,00,000 0 0	
Sale-proceeds of Lands and Buildings under section 64 of the Act—				
Schedule C.				
Cooperage Plot ... { up to 31st March 1914.	624 0 0			
during 1914-1915 ...	.....			
		624 0 0		
Chaupáti Estate... { up to 31st March 1914.	4,427 9 8			
during 1914-15 ...	.....			
		4,427 9 8		
Parel Estate... { up to 31st March 1914.	3,71,316 3 5			
during 1914-15 ...	3,31,275 0 0			
		7,02,591 3 5		
Dispensary Plot (compensation awarded by the High Court) up to 31st March 1914	83,647 0 9			
during 1914-15	*Dr. 241 11 0*			
		83,405 5 9		
Schedule D.				
Agripáda Estate. { up to 31st March 1914.	9,861 5 10			
during 1914-15 ...	.....			
		9,861 5 10		
Schemes.				
Scheme No. 1... { up to 31st March 1914.	1,20,570 15 0			
during 1914-15 ...	.....			
		1,20,570 15 0		
,, 2... { up to 31st March 1914.	4,92,822 13 8			
during 1914-15 ...	.....			
		4,92,822 13 8		
,, 3... { up to 31st March 1914.	6,06,846 13 10			
during 1914-15 ...	7,857 4 9			
		6,14,704 2 7		
,, 4... { up to 31st March 1914.	56,294 9 6			
during 1914-15 ...	1,015 0 0			
		57,309 9 6		
,, 5... { up to 31st March 1914.	57,902 5 7			
during 1914-15 ...	4,62,615 15 2			
		5,20,518 4 9		
,, 6... { up to 31st March 1914.	8,451 11 0			
during 1914-15 ...	*266 12 0			
		8,718 7 0		
Carried over ...		26,15,553 13 2	6,30,11,365 4 8	.....

IMPROVEMENT TRUST.

SHEET AS AT 31ST MARCH 1915.

Property and Assets.			Cash.	Cash.	Securities.
CAPITAL ACCOUNT.			Rs. a. p.	Rs. a. p.	Rs. a. p.
Book Value of lands as *per contra*			.....	70,74,413 13 7	
Refund of preliminary expenses and interest made to Government under section 69 (1) and (2) of Act IV of 1898			.....	38,018 11 7	
Improvement of Lands vested in the Board.					
Schedule "C" Lands	5,35,083 5 9				
" "D" Lands	8,14,789 0 11				
" "F" Lands	8 0 0				
			13,49,880 6 8		
Schemes.					
Scheme No. 1—First Nagpada ...	29,06,227 12 11				
" 2—Princess Street ...	83,74,701 4 4				
" 3—Sandhurst Road ...	1,08,01,411 1 1				
" 4—Gamdevi ...	21,58,512 9 4				
" 5—Dadar-Matunga ...	28,19,652 3 8				
" 6—Sion-Matunga ...	20,61,725 9 2				
" 7—Colaba Reclamation .	4,68,875 6 11				
" 8—Mandvi-Koliwada ...	26,26,251 5 11				
" 9—Sankli Street ...	28,268 9 2				
" 13—Souter Street Extension (Eastwards) ..	65,573 14 3				
" 27—Mathew Road ...	13,35,952 13 1				
" 29—Nowrojee Hill ...	73,22,840 11 10				
" 30—Souter Street Extension (Westwards) ...	1,18,394 13 8				
" 31—Parel ...	49,25,063 14 0				
" 32—East Agripada ...	25,20,415 6 10				
" 33—Bhatwadi ...	3,22,665 10 4				
" 36—Lamington Road ...	2,86,795 12 2				
" 37—Sydenham Road ...	66,43,475 0 10				
" 41—Undria Street ...	4,10,381 5 10				
" 43—Parel Road Central .	8,454 6 0				
" 47—Parel Road Northern.	2,470 8 0				
Sewri Road	500 0 0				
Chaupati Reclamation	1,883 0 0				
			5,62,10,493 3 4		
Police Accommodation Schemes.					
Scheme No. 14—Nagpada Estate ...	84,449 12 0				
" 16—Wodehouse Road Estate ...	3,22,666 15 1				
" 17—Duncan Road ...	58,980 10 6				
" 18—Shepherd Road ...	36,223 9 8				
" 19—Agripada ...	1,79,119 10 8				
" 23—Connaught Road ...	79,495 9 11				
" 24—Princess Street ...	2,65,953 6 10				
" 25—Gamdevi ...	624 1 1				
" 34—Lamington Road ...	515 10 0				
" 35—Falkland Road ...	251 9 10				
" 40—Byculla ...	284 14 0				
" 44—Maharbaudi ...	158 8 0				
			10,28,724 5 7		
Mill Companies' Chawl Schemes.					
Scheme No. 42—Spring Mills ...	2,208 11 0				
Kohinoor Mills	1,500 0 0				
			3,708 11 0		
Surveys of the Island of Bombay ...	1,06,805 1 11				
Administrative Offices	3,21,562 11 1				
Store Yard at Agripada	5,036 5 6				
Central Stores behind Frere Fletcher School	15,656 5 8				
			4,49,060 8 2		
Total (Appendix II) ...			.....	5,90,41,867 2 9	
Carried over ...			.....	6,61,54,299 11 11	.....

Capital and Liabilities.		Cash.		Cash.		Securities.	
		Rs. a. p.		Rs. a. p.		Rs. a. p.	
Brought forward ...		26,15,553 13 2		6,30,11,365 4 8		.....	
CAPITAL ACCOUNT—*continued*.							
Sale-proceeds of Lands and Buildings under section 64 of the Act—*continued*.							
Schemes—continued.							
	Rs. a. p.						
Scheme No. 8 ... up to 31st March 1914	1,66,876 2 3						
during 1914-15 ...	.....						
		1,66,876 2 3					
,, 9 ... up to 31st March 1914	4,370 0 0						
during 1914-15 ...	306 0 0						
		4,676 0 0					
,, 27 ... up to 31st March 1914	72,313 13 10						
during 1914-15 ...	.....						
		72,313 13 10					
,, 29 ... up to 31st March 1914	2,00,542 10 8						
during 1914-15 ...	56,685 8 5						
		2,57,228 3 1					
,, 30 ... up to 31st March 1914	1,32,000 0 0						
during 1914-15 ...	.....						
		1,32,000 0 0					
,, 31 ... up to 31st March 1914	6,26,443 12 4						
during 1914-15 ...	22,135 3 5						
		6,48,578 15 9					
,, 32 ... up to 31st March 1914	412 4 0						
during 1914-15 ...	4,884 15 2						
		5,297 3 2					
,, 33 ... up to 31st March 1914	17,692 12 9						
during 1914-15 ...	2,352 4 0						
		20,045 0 9					
,, 36 ... up to 31st March 1914	10,640 0 0						
during 1914-15 ...	.....						
		10,640 0 0					
,, 37 ... up to 31st March 1914	4,686 4 10						
during 1914-15 ...	25,869 14 4						
		30,556 3 2					
,, 41 ... up to 31st March 1914	.....						
during 1914-15 ...	4,537 11 3						
		4,537 11 3					
POLICE SCHEMES.							
Scheme No. 17 (Duncan Road) ...	1,746 0 0						
,, 18 (Shepherd Road) ...	10 10 0						
		1,756 10 0					
Receipts under section 64 (1) (c) (composition of Rent)—							
Schedule C—Hornby Road ...	1,200 0 0						
Scheme No. 2—Princess Street...	250 0 0						
,, 3—Sandhurst Road.	21,000 0 0						
,, 4—Gamdevi ...	1,12,200 0 0						
,, 8—Mandvi-Koliwada ...	200 0 0						
,, 27—Mathew Road ...	31,150 0 0						
		1,66,000 0 0					
Total Sale-proceeds ...				41,36,059 12 5			
Appropriations from General Account under section 79 (1) of Act IV of 1898—							
Up to 31st March 1914		38,18,654 8 11					
For 1914-15		7,48,062 0 0					
(See Appendix V) ...				45,66,716 8 11			
Investment of Cash Balances—							
Nominal value of 3½ per cent. Government Promissory Notes as *per contra*		.....		.....		1,64,300 0 0	
Nominal value of 3½ per cent. Government Promissory Notes of the compensation money awarded for the Trust's interest in the Dispensary Plot ...		.....		.....		86,800 0 0	
Nominal value of 4 per cent. Bombay Improvement Trust Debentures		.....		.....		1,97,000 0 0	
Total, Capital Account ...		.....		(a)7,17,14,141 10 0		(a)4,48,100 0 0	

Property and Assets.	Cash.	Cash.	Securities.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...	.....	6,61,54,299 11 1	
CAPITAL ACCOUNT—*continued.*			
General Surveys	26,779 11 2		
Tools and Plant	1,09,389 4 6		
Stores in Stock	35,907 7 7		
Premia for Designs of Chawls	1,000 0 0		
		1,83,026 7 3	
Cost of Alteration of the new Telegraph Office and Workshop at Byculla	.....	4,556 14 9	
Appropriations to General Account under section 79 of the Act (as per Appendix V) for—			
1906-07	56,081 4 2		
1907-08	1,22,781 3 10		
1908-09	1,25,306 10 10		
		3,04,169 2 10	
Balances paid under sections 79 (3) (*b*) (i) and 79 (3) (*b*) (iii) of Act IV of 1898.			
To Government up to 31st March 1910	1,00,143 8 1		
To the Municipal Corporation up to 31st March 1911 .	18,88,984 10 11		
		19,89,128 3 0	
Loss on Sales of 3½ per cent. Government Promissory Notes	.....	90,271 3 1	
Investment of Cash Balances—			
Cost of 3½ per cent. Government Promissory Notes ...	1,60,936 7 11		
Cost of 3½ per cent. Government Promissory Notes on account of Dispensary Plot	83,634 7 11		
Cost of 4 per cent. Bombay Improvement Trust Debentures	1,92,471,16 0		
		4,37,042 14 10	
		(/)6,91,62 494 9 8	.....
Balance ...	.....	25,51,647 0 4	4,48,100 0 0
Total, Capital Account ...	.....	7,17,14,141 10 0	4,48,100 0 0

Capital and Liabilities.	Cash.	Cash.	Securities.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
GENERAL ACCOUNT.			
Receipts from Ground-rents, Rents of Buildings, Lease-holds, &c., under section 64 (2) of the Act ...	23,03,956 4 0		
Refund of Municipal Taxes	36,159 5 9		
Contribution from Municipal Fund under section 72 of the Act	9,76,937 13 10		
Int rest on Investments, &c.	1,47,027 8 4		
Sundries	7,332 11 8		
(See Appendix III) ...		34,74,413 11 7	
Total, General Account ...	.....	(b) 34,74,413 11 7	.....
SINKING FUND ACCOUNT.			
Amount received from General Account Revenue under section 55 (1) of the Act— Rs. a. p.			
On account of Loan of 1899 ... 3,11,736 0 0			
,, 1901 ... 1,63,280 0 0			
,, 1902 ... 1,50,720 0 0			
,, 1903 ... 2,76 320 0 0			
,, 1904 ... 2 08,595 0 0			
,, 1905 ... 1,13,040 0 0			
,, 1906 ... 98,257 10 8			
,, 1907 ... 64,534 9 8			
,, 1908 ... 1,10,632 4 0			
,, 1909 ... 2 82,196 12 0			
,, 1910 ... 1,35,697 11 0			
,, 1912 ... 30,731 0 0			
,, 1913 ... 11,063 1 2			
	19,56,804 0 6		
Interest on 4 per cent. Debentures— To 31st March 1915			
On account of Loan, 1899 ... 1,14,758 3 7			
,, 1901 ... 48,879 1 5			
,, 1902 ... 40,157 11 1			
,, 1903 ... 65,572 1 10			
,, 1904 ... 43,833 13 9			
,, 1905 ... 21,209 15 6			
,, 1906 ... 16,070 8 8			
,, 1907 ... 9,017 4 6			
,, 1908 ... 12,772 2 1			
,, 1909 ... 29,123 11 6			
,, 1910 ... 10,869 10 5			
,, 1912 ... 898 10 0			
,, 1913 ... 105 12 2			
	4,13,263 10 6		
		23,70,067 11 0	
Nominal Value of Debentures purchased as *per contra* ...	.....	.....	23,76,000 0 0
Total, Sinking Fund Account ...	.....	(c) 23,70,067 11 0	(c) 23,76,000 0 0
PROVIDENT FUND ACCOUNT.			
Employes' Contribution	1,29,700 13 6		
Interest on do.	29,695 1 7		
Trustees' Contribution including Forfeitures ...	1,45 224 1 4		
Interest on Trustees' Contribution	29,476 10 11		
		3,34,096 11 4	
Nominal value of Government Promissory Notes as *per contra*	.....	.....	80,000 0 0
Nominal value of Bombay Port Trust Debentures as *per contra*	.....	.....	2,14,000 0 0
Total, Provident Fund Account ...	.....	(d) 3,34,096 11 4	(d) 2,94,000 0 0

Property and Assets.		Cash.		Cash.		Securities.
		Rs. a. p.		Rs. a. p.		Rs. a. p.
GENERAL ACCOUNT.						
Charges as per section 77 (*l*) of the Act		2,67,272 13 5				
Municipal Rates and Taxes		1,91,184 6 2				
Appropriation to Sinking Fund under section 55 (*l*) for Trustees' Debenture Loans		2,52,760 2 2				
Interest on Debenture Loans		19 83,380 2 3				
Sundries		31,754 3 7				
(See Appendix IV) ...				27,26,351 11 7		
Balance appropriated to Capital Account (Appendix V)		.....		7,48,062 0 0		
Total, General Account ...		.....		(*g*)34,74,413 11 7		.....
SINKING FUND ACCOUNT.						
Cost of 4 per cent. Debentures—						
On account of Loan of 1899 for ...	Rs. 4,30,500	4,26,434 9 3				
,, 1901 ,, ... ,,	2,13,500	2,12,217 11 7				
,, 1902 ,, ... ,,	1,91,500	1,90,861 8 7				
,, 1903 ,, ... ,,	3,41,500	3,41,782 4 6				
,, 1904 ,, ... ,,	2,52,000	2,52,200 8 9				
,, 1905 ,, ... ,,	1,34,500	1,34,165 10 8				
,, 1906 ,, ... ,,	1,15,000	1,14,361 3 11				
,, 1907 ,, ... ,,	74,000	73,721 1 1				
,, 1908 ,, ... ,,	1,23,500	1,23,382 3 11				
,, 1909 ,, ... ,,	3,10,500	3,11,031 11 10				
,, 1910 ,, ... ,,	1,46,000	1,46,666 12 6				
,, 1912 ,, ... ,,	32,000	31,423 5 6				
,, 1913 ,, ... ,,	11,500	11,229 13 10				
(See Appendix VI) ,,	23,76,000			(*h*) 23,69,478 9 11		
Balance ...		.....		589 1 1		23,76,000 0 0
Total, Sinking Fund Account ...		.....		23,70,067 11 0		23,76,000 0 0
PROVIDENT FUND ACCOUNT.						
Refund of Subscribers' Contribution		1,432 0 3				
Interest paid on do.		383 14 4				
Payment of Trustees' Contribution		1,610 0 6				
Interest paid on do.		375 14 0				
Advances recoverable		7,500 0 0				
				11,301 13 1		
Cost of 3½ per cent. Government Promissory Notes ...		.....		78,864 14 0		
Cost of 4 per cent. Bombay Port Trust Debentures ...		.....		2,15,607 8 0		
				(*i*) 3,05,274 8 1		
Balance ...		.....		28,822 8 3		2,94,000 0 0
Total, Provident Fund Account ...		.....		3,34,096 11 4		2,94,000 0 0

Capital and Liabilities.	Cash.	Cash.	Securities.
		Rs. a. p.	Rs. a. p.
MISCELLANEOUS ACCOUNTS.			
Deposits from Contractors and others	2,93,770 6 6	.....	8,02,000 0 0
Interest on Security Deposits	6,432 12 4	.....	.....
Miscellaneous Advances—			
Amount recovered from private parties for work done on their behalf	2,411 1 6	.....	.....
Gallery Projection Fees	47,905 13 5	.....	.....
Interest unpaid to Debenture holders—			
Rs. a. p.			
By Hongkong Bank for Loan of 1899 ... 2,301 14 10			
By Bank of Bombay for Loans from 1901 to 1908, 1912 and 1913 ... 53,540 0 0			
By Chartered Bank for Loans of 1909 and 1910 ... 1,050 0 0			
	56,891 14 10	.....	.....
Anticipated Interest received from the Debenture holders of the Loan of 1914	3,293 14 3	4,10,705 14 10	.....
Total Miscellaneous Accounts ...	.....	(e) 4,10,705 14 10	(e) 8,02,000 0 0
Grand Total (*a, b, c, d and e*) ...	.....	7,83,03,425 10 9	39,20,100 0 0

Examined and found correct. The securities in which the Trustees' surplus balances, etc., are invested, and the security deposits of contractors and others have been checked and found to agree with the amounts entered above. The cash balance has also been checked and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.

Accountant General's Office, Bombay, 10th August 1915.

Property and Assets.	Cash.	Cash.	Securities.
	Rs. a. p.	Rs. a. p.	Rs. a. p.
MISCELLANEOUS ACCOUNTS.			
Refund of Deposits to Contractors and others ...	1,23,186 0 11	.....	2,23,000 0 0
Interest on Security Deposits	6,144 7 0	.....	.....
Advances on Imprest Account Rs. 1,58,976 8 0	.....	.....	.....
Do. to Engineer for private works,, 2,442 12 9	1,61,419 4 9	.....	.....
Amount paid to the Municipality on account of Gallery Projection Fees	14,385 15 3	.....	.....
		(*j*) 3,05,135 11 11	(*j*) 2,23,000 0 0
Balance ..	.....	1,05,570 2 11	5,79,000 0 0
Total, Miscellaneous Accounts ...	.....	4,10,705 14 10	8,02,000 0 0
	Cash. *Securities.*		
Balances in Banks—			
Capital Account ... 25,51,647 0 4	4,48,100		
Sinking Fund Account... 589 1 1	23,76,000		
Provident Fund Account. 28,822 8 8	2,94,000		
Miscellaneous Accounts. 1,05,570 2 11	5,79,000		
	.....	*(*k*)26,86,628 12 7	†(*k*)36,97,100 0 0
Grand Total (*f*, *g*, *h*, *i*, *j* and *k*) ...	.....	7,83,03,425 10 9	39,20,100 0 0

Specification of Balances in Banks and in hand :—

	* Cash.		† Securities.	
	Rs. a. p.			Rs. a. p.
Hongkong and Shanghai Banking Corporation	3,789 5 7	In Bank's Safe Custody— Government Promissory Notes		7,24,400 0 0
Bank of Bombay	71,059 5 2			
Chartered Bank of India, Australia and China	6,04,083 14 7	Municipal Debentures ...		2,15,000 0 0
National Bank of India	1,989 0 1			
Mercantile Bank of India	3,36,394 5 4	Port Trust Debentures ...		4,50,700 0 0
Bank of India	7,15,466 1 4			
Eastern Bank.	6,50,272 5 0	Bombay Improvement Trust Debentures ...		22,99,500 0 0
Yokohama Specie Bank	3,02,489 1 0			
Cash in hand	1,085 6 6	Securities in hand ...		7,500 0 0
Total Rs. ...	26,86,628 12 7	Total Rs. ...		36,97,100 0 0

J. P. ORR,
Chairman.

C. M. CORREA,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 6th August 1915.

APPENDIX—I.

CAPITAL ACCOUNT.

Cost of Management and Establishment.

Budget Estimate for the year 1914-1915.	Particulars.	Actual Expenditure for the year ending 31st March 1915.	
	COST OF MANAGEMENT AND INCIDENTAL EXPENSES AS PER SECTION 75 (*1*) OF THE ACT.	Rs. a. p.	Rs. a. p.
	Chairman's Salary and Allowances—		
34,241	Salary	34,921 12 7	
18,285	Exchange Compensation, Pension Contribution etc.	20,392 6 9	
1,200	Conveyance Allowance	1,200 0 0	
53,726			56,514 3 4
17,215	Trustees' Fees	.....	17,325 0 0
	Secretary's Department—		
36,733	Establishment	36,295 11 8	
1,200	Sundries	1,132 4 6	
125	Books	98 5 0	
900	Stationery	802 1 10	
7,000	Printing	5,407 1 2	
45,958			43,735 8 2
	INCIDENTAL EXPENSES.		
5,000	Law Expenses (General)	3,388 5 11	
500	Furniture for all Departments	164 15 6	
660	Clothing to Peons	595 10 0	
35,224	Expenses of Loan of 1913 and Stamp Duty Rs. 8,000 0 0 do. do. 1914 do. ,, 20,449 5 0	28,449 5 0	
27,600	Contribution to Provident Fund	27,336 9 1	
11,132	Maintenance of Administrative Offices, Central Stores and Payshed and Office Furniture	10,659 7 8	
6,435	Disposal of Lands (Brokerage, etc.)	5,732 8 0	
86,551			76,326 13 2
2,03,450	(Total Cost of Management) ...	.....	1,93,901 8 8
	COST OF ESTABLISHMENTS CHARGEABLE TO CAPITAL ACCOUNT.		
	Engineering Department—		
84,560	Establishment	81,017 7 4	
	Temporary Establishment	642 0 0	
700	Survey Instruments	459 10 0	
	Contingencies—		
1,500	Printing	1,129 8 0	
2,900	Stationery	2,565 0 7	
1,800	Sundries	1,739 12 1	
91,460			87,553 6 0
	Land Manager's Department—		
90,000	Establishment	89,470 14 2	
	Contingencies—		
1,000	Printing	429 6 6	
3,000	Stationery	2,360 6 5	
400	Sundries	271 7 5	
94,400			92,532 2 6
	Special Collectors' Department—		
20,662	Collectors' Salary	20,599 10 2	
.....	Do. Conveyance Allowance	.....	
.....	Do. Pension Contribution	49 14 6	
.....	Do. Deputation Allowance	.....	
.....	Do. Exchange Compensation	12 8 0	
14,772	Establishment (including Leave and Pension Contribution)	15,416 0 2	
763	Contingencies	698 3 5	
36,197			36,776 4 3
18,637	Expenses of Tribunal	.....	17,995 9 2
2,40,694	Carried over ...	.....	2,34,557 5 11
2,03,450		.....	1,93,901 8 8

Budget Estimate for the year 1914-1915.	Particulars.	Actual Expenditure for the year ending 31st March 1915.	
Rs.		Rs. a. p.	Rs. a. p.
2,03,450	Brought forward ...	.....	1,93,901 8 8
2,40,694			2,34,857 5 11
	COST OF ESTABLISHMENTS CHARGEABLE TO CAPITAL ACCOUNT—*continued.*		
8,570	Engineer's Works Establishment...	8,351 5 9	
11,780	Land Manager's Acquisition Establishment	10,814 12 8	
220	Do. Works Establishment	220 0 0	
20,570			19,386 2 5
2,61,264	Total Cost of Establishment ...	.....	2,54,243 8 4
4,64,714	(Total Cost of Management and Establishment) ...	.....	4,48,145 1 0
	COST OF ESTABLISHMENT AS PER SECTION 77 OF THE ACT.		
4,930	Engineer's Works Establishment	4,906 14 10	
55,000	Land Manager's Revenue Establishment	52,162 13 11	
59,930			*57,069 12 9
5,24,644	Grand Total ...	.....	5,05,214 13 9

* Allocated directly to General Account.

J. P. ORR,
Chairman,

C. M. CORREA,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 6th August 1915.

Examined and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.

Bombay, 10th August 1915.

APPENDIX—II.

CAPITAL ACCOUNT.

Statement of Expenditure on Works.

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	
IMPROVEMENT OF LANDS VESTED IN THE BOARD.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Schedule C.—Lands.							
Flats	8,368 15 5	6,890 10 4	15,259 9 9				
Chaupati Estate	92,726 2 5	.....	92,726 2 5				
Fire Service on Cotton Green Plot	5,021 1 4	.....	5,021 1 4				
Hornby Road Plot, Scheme No. 22	1,04,190 1 8	.....	1,04,190 1 8				
Wellington Lines Plot, Scheme No. 20	30,649 14 7	.....	30,649 14 7				
Wellington Lines Central Garden	3,615 14 4	.....	3,615 14 4	1,46,282 2 9	8,695 5 4	1,54,977 8 1	5,35,083 5 9
Marine Lines Plot	4,621 1 5	129 12 6	4,750 13 11				
Wodehouse Road Plot, Scheme No. 21	22,364 8 0	.....	22,364 8 0				
Filling in Wells and Payments for Sites	36,194 12 1	.....	36,194 12 1				
Special Repairs, "Kennedy Sea Face"	59,048 13 11	.....	59,048 13 11				
Plot South of Crawford Market (Scheme No. 10)	4,767 3 4	.....	4,767 3 4				
Secretariat Plot	1,516 14 4	.....	1,516 14 4				
	3,73,085 6 10	7,020 6 10	3,80,105 13 8				
Schedule D.—Lands.							
Connaught Road Estate, Scheme No. 12—							
Road Construction and Filling in	23,336 1 5	.....	23,336 1 5				
Sundries	2,269 13 1	.....	2,269 13 1				
	25,605 14 6	.....	25,605 14 6				
Agripada Estate, Scheme No. 11—							
Filling in Site, etc.	2,89,638 14 5	.....	2,89,638 14 5				
Road Construction	1,78,908 14 0	1,426 8 9	1,80,335 6 9				
Paving Foot-paths	16,142 3 1	.....	16,142 3 1				
Sundries	2,094 8 1	.....	2,094 8 1	1,71,846 6 3	817 3 1	1,72,663 9 4	8,14,789 0 11
Drainage	1,23,733 2 3	.....	1,23,733 2 3				
	6,10,517 9 10	1,426 8 9	6,11,944 2 7				

Land west of Railway	3,850 11 6	.....	3,850 11 6					
Lands at Mátunga—Filling in	724 11 0	.....	724 11 0					
	6,40,698 14 10	1,426 8 9	6,42,125 7 7					
Schedule F.—Lands	.....	.....	.....	8 0 0	.....	8 0 0	8 0 0	
SCHEMES.								
Scheme No. 1.—"First Nagpada."								
Land—								
Acquisition of Properties	15,30,248 2 0	51 0 0	15,30,299 2 0					
Brokerage, Law Charges and Sundries	41,497 11 0	379 13 0	41,877 8 0					
Roads, etc.—								
Roads	75,747 7 8	.....	75,747 7 8					
Open Spaces	429 4 1	.....	429 4 1	4,91,846 8 5	*Cr. 342 12 0*	4,91,497 12 5	29,06,227 12 11	
Chawls—								
Agripada (4 Blocks)	1,71,777 6 5	.....	1,71,777 6 5					
,, (12 Blocks)	5,00,264 5 5	1,289 5 0	5,01,553 10 5					
Nagpada (2 Blocks)	91,996 14 6	.....	91,996 14 6					
Sheds for Sweepers	1,048 11 5	.....	1,048 11 5					
	24,13,009 14 6	1,720 2 0	24,14,730 0 6					
Scheme No. 2.—"Princess Street."								
Land—								
Acquisition of Properties	66,04,287 14 10	20 0 0	66,04,307 14 10					
Brokerage, Law Charges and Sundries	1,85,096 1 11	343 8 0	1,85,439 9 11					
Roads, etc.—								
Roads	1,77,688 5 5	2,807 9 4	1,80,495 14 9					
Removal of Debris	3,240 6 8	.....	3,240 6 8	8,30,468 10 5	2,222 0 0	8,32,690 10 5	83,74,701 4 4	
Chawls—								
Chandanwadi	4,77,505 6 5	.....	4,77,505 6 5					
Princess Street	39,272 4 2	.....	39,272 4 2					
Temporary Sheds—Kennedy Sea Face	51,579 7 5	.....	51,579 7 5					
Sheds for Sweepers	169 9 9	.....	169 9 9					
	75,38,839 8 7	3,171 1 4	75,42,010 9 11					
Carried over ...Rupees.	1,09,65,633 12 9	13,338 2 11	1,09,78,971 15 8	16,40,445 11 10	11,391 12 5	16,51,837 8 3	1,26,30,809 7 11	

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	To end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...Rupees.	1,09,65,633 12 9	13,338 2 11	1,09,78,971 15 8	16,40,445 11 10	11,391 12 5	16,51,837 8 3	1,26,30,809 7 11
SCHEMES—*continued.*							
Scheme No. 3.—"Sandhurst Road."							
Land—							
Acquisition of Properties	80,50,930 2 11	38 12 0	80,50,968 14 11				
Brokerage, Law Charges and Sundries	2,41,493 10 5	514 14 9	2,42,008 9 2				
Roads, etc.—							
Roads	3,25,540 10 1	37,766 12 10	3,63,307 6 11				
Filling in	5,537 1 2	167 5 6	5,704 6 8				
Removal of Debris	1,238 1 8	115 9 0	1,353 10 8	10,75,718 12 6	12,482 12 7	10,88,201 9 1	1,08,01,411 1 1
Chawls—							
Imamwada	6,36,878 7 4	.....	6,36,878 7 4				
Six additional Blocks at Agripada	2,64,525 12 4	*Cr. 6,216 4 5*	2,58,309 7 11				
One Block at Nagpada	92,391 7 10	.....	92,391 7 10				
Temporary Sheds at Agripada	9,478 5 6	.....	9,478 5 6				
Semi-permanent Huts at Chowpati	52,295 3 2	.....	52,295 3 2				
Sheds for Bhangis and Sweepers	513 7 11	.....	513 7 11				
	96,80,822 6 4	32,387 1 8	97,13,209 8 0				
Scheme No. 4.—"Gamdevi."							
Land—							
Acquisition of Properties	12,10,350 4 2	.....	12,10,350 4 2				
Brokerage, Law Charges and Sundries	66,033 15 11	1,031 5 3	67,065 5 2				
Roads, etc.—							
Roads	2,78,726 12 8	5,116 15 11	2,83,843 12 7	2,50,129 5 3	4,450 0 0	2,54,579 5 3	21,58,512 9 4
Filling in	2,23,726 13 4	.....	2,22,726 13 4				
Retaining Walls	40,414 7 4	.....	40,414 7 4				
Slip in Gibbs Road	79,424 10 6	.....	79,424 10 6				
Steps for Pedestrians on Hughes Road	107 15 0	.....	107 15 0				
	18,97,784 14 11	6,148 5 2	19,03,933 4 1				

Scheme No 5.—" Dádar-Mátunga."								
Land—								
Acquisition of Properties	20,33,913 12 3	78,335 0 0	21,12,248 12 3					
Brokerage, Law Charges and Sundries	63,551 3 2	518 8 0	64,069 11 2					
Roads, etc.—				2,16,845 4 7	34,004 0 0	2,50,849 4 7	28,19,652 3 8	
Roads	24,058 13 9	57,893 11 8	81,952 9 5					
Filling in	2,34,904 7 11	75,603 2 4	3,10,507 10 3					
Removal of Debris	24 4 0	.....	24 4 0					
	23,56,452 9 1	2,12,350 6 0	25,68,802 15 1					
Scheme No. 6.—" Sion-Matunga."								
Land—								
Acquisition of Properties	16,93,568 14 7	16,333 0 0	17,09,901 14 7					
Brokerage, Law Charges and Sundries	58,611 0 10	478 15 10	59,085 0 8					
Roads, etc.—								
Roads	2,797 10 5	7,342 2 11	10,139 13 4	1,72,518 10 9	1,071 0 0	1,73,589 10 9	20,61,725 9 2	
Filling in	1,02,672 7 9	3,065 6 10	1,05,737 14 7					
Chawls—								
Semi-permanent Sheds at Matunga	3,271 3 3	.....	3,271 3 3					
	18,60,921 4 10	27,214 9 7	18,88,135 14 5					
Scheme No. 7—" Colába Reclamation."								
Land—								
Acquisition of Properties	13,000 0 0	.....	13,000 0 0					
Brokerage, Law Charges and Sundries	14,214 9 6	.....	14,214 9 6					
Roads, etc.—				68,728 9 7	.....	68,728 9 7	4,68,875 6 11	
Roads	1,15,197 7 1	*Cr. 50 0 0*	1,15,147 7 1					
Filling in	2,14,039 9 4	.....	2,14,039 9 4					
Protection Works	43,745 3 5	.....	43,745 3 5					
	4,00,196 13 4	*Cr. 50 0 0*	4,00,146 13 4					
Carried over ...Rupees	2,71,61,811 13 3	2,91,388 9 4	2,74,53,200 6 7	34,24,386 6 6	63,399 9 0	34,87,785 15 6	3,09,40,986 6 1	

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...Rupees.	2,71,61,811 13 3	2,91,388 9 4	2,74,53,200 6 7	34,24,386 6 6	63,399 9 0	34,87,785 15 6	3,09,40,986 6 1
SCHEMES—*continued.*							
Scheme No. 8—"Mándvi-Koliwáda."							
Land—							
Acquisition of Properties	19,80,198 13 3	21 0 0	19,80,219 13 3				
Brokerage, Law Charges and Sundries	44,063 13 11	132 0 0	44,195 13 11				
Roads, etc.—							
Roads	57,346 4 0	453 3 8	57,799 7 8				
Removal of Debris	284 15 11	.....	284 15 11	2,49,489 13 5	1,336 0 0	2,50,825 13 5	26,26,251 5 11
Chawls—							
Mándvi-Koliwáda	2,55,610 6 8	.....	2,55,610 6 8				
Paltan Road Huts	37,310 5 7	.....	37,310 5 7				
Sheds for Sweepers	4 9 6	.....	4 9 6				
	23,74,819 4 10	606 3 8	23,75,425 8 6				
Scheme No. 9.—" Sánkli Street."							
Land—							
Acquisition of Properties	17,000 0 0	.....	17,000 0 0				
Brokerage, Law Charges and Sundries	271 6 3	.....	271 6 3	2,626 11 7	7 0 0	2,633 11 7	28,368 9 2
Roads, etc.—							
Roads	8,363 7 4	.....	8,363 7 4				
	25,634 13 7	.....	25,634 13 7				
Scheme No. 13.—" Souter Street Extension Eastwards."							
Land—							
Acquisition of Properties	20,785 14 3	.....	20,785 14 3				
Brokerage, Law Charges and Sundries	7,823 13 5	.....	7,823 13 5				
Roads, etc.—				10,450 9 0	.....	10,450 9 0	65,573 14 3
Roads	8,820 6 8	.....	8,820 6 8				
Filling in	17,693 2 11	.....	17,693 2 11				
	55,123 5 3	.....	55,123 5 3				

Scheme No. 27.—"Mathew Road."								
Land—								
Acquisition of Properties	10,90,458 10 10	150 0 0	10,90,608 10 10					
Brokerage, Law Charges and Sundries	33,092 5 3	149 9 0	33,241 14 3					
				1,48,256 4 7	2,072 0 0	1,50,328 4 7	13,35,952 13 1	
Roads, etc.—								
Roads	58,669 4 10	1,485 8 8	60,154 13 6					
Filling in	1,619 1 11	.....	1,619 1 11					
	11,83,839 6 10	1,785 1 8	11,85,624 8 6					
Scheme No. 29.—"Nowrojee Hill."								
Land—								
Acquisition of Properties	63,59,467 3 5	*Cr. 6,789 14 0*	63,52,677 5 5					
Brokerage, Law Charges and Sundries	1,08,419 3 4	*Cr. 303 13 0*	1,08,115 6 4					
Roads, etc.—								
Roads	51,041 7 9	28,193 11 9	79,235 3 6					
Filling in	72,848 13 11	11,993 3 6	84,842 1 5	5,08,970 13 0	9,722 0 0	5,18,692 13 0	73,22,840 11 10	
Removal of Debris	12,149 4 6	1,255 1 3	13,404 5 9					
Chawls—								
Nowrojee Hill Road	84,470 1 0	81,403 7 5	1,65,873 8 5					
	66,88,396 1 11	1,15,751 12 11	68,04,147 14 10					
Scheme No. 30—"Souter Street Extension Westwards."								
Land—								
Acquisition of Properties	69,542 4 10	.....	69,542 4 10					
Brokerage, Law Charges and Sundries	6,408 13 3	.....	6,408 13 3					
				13,181 14 6	.....	13,181 14 6	1,18,394 13 8	
Roads, etc.—								
Roads	2,691 12 3	*Cr.56 7 0*	2,635 5 3					
Filling in	26,626 7 10	.....	26,626 7 10					
	1,05,269 6 2	*Cr. 56 7 0*	1,05,212 15 2					
Carried over ...Rupees	3,75,94,894 3 10	4,09,475 4 7	3,80,04,369 8 5	43,57,362 8 7	76,536 9 0	44,33,899 1 7	4,24,38,268 10 0	

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...Rupees-	3,75,94,894 3 10	4,09,475 4 7	3,80,04,369 8 5	43,57,362 8 7	76,536 9 0	44,33,899 1 7	4,24,38,268 10 0
SCHEMES—*continued.*							
Scheme No. 31—"Parel."							
Land—							
Acquisition of Properties	39,33,810 13 10	23,434 11 0	39,57,245 8 10				
Brokerage, Law charges and Sundries	75,533 11 11	1,696 3 2	77,229 15 1				
Roads, etc.—							
Roads	74,243 4 7	19,200 3 8	93,443 8 3				
Filling in	30,593 3 10	21,346 9 0	51,939 12 10	4,06,977 10 8	5,118 0 0	4,12,095 10 8	49,25,063 11 0
Removal of Debris	38 0 0	.....	38 0 0				
Chawls—							
Sopari Bag Road	3,13,319 6 8	.....	3,13,319 6 8				
Semi-permanent Sheds	17,738 0 4	1,508 2 3	19,246 2 7				
Sheds for Sweepers and Bhangis	505 13 1	.....	505 13 1				
	44,45,782 6 3	67,185 13 1	45,12,968 3 4				
Scheme No. 32—"East Agripada."							
Land—							
Acquisition of Properties	13,72,483 0 0	7,04,225 4 6	20,76,708 4 6				
Brokerage, Law Charges and Sundries	14,260 4 8	23,906 9 8	38,166 14 4				
Roads, etc.—							
Roads	8,268 8 8	13,288 10 6	21,557 3 2				
Filling in	7,451 4 7	28,844 4 1	36,295 8 8				
Chawls—							
Semi-permanent Sheds for Weavers	3,836 15 0	6,623 1 11	10,460 0 11	78,388 15 8	1,22,441 3 8	2,00,830 3 4	25,20,415 6 10
Semi-permanent Sheds	19,401 5 2	17,563 10 5	36,964 15 7				
"Improvement of Schedule D Lands."							
Roads, etc.—							
Roads	12,578 0 2	19,132 14 9	31,710 14 11				
Filling in	66,444 11 6	1,276 9 11	67,721 5 5				
	15,04,724 1 9	8,14,861 1 9	23,19,585 3 6				

Scheme No. 33.—"Bhatwadi."								
Land—								
Acquisition of Properties	2,77,854 1 4	1,000 0 0	2,78,854 1 4	28,811 0 7	165 0 0	28,976 0 7	3,22,665 10 4	
Brokerage, Law Charges and Sundries	4,244 13 4	49 4 0	4,294 1 4					
Roads	10,169 13 11	371 9 2	1,541 7 1					
	2,92,268 12 7	1,420 13 2	2,93,689 9 9					
Scheme No. 36.—"Lamington Road."								
Land—								
Acquisition of Properties	2,21,481 8 0	.....	2,21,481 8 0	23,577 0 0	45 0 0	23,622 0 0	2,86,795 12 2	
Brokerage, Law Charges and Sundries	5,980 7 7	29 0 0	6,009 7 7					
Roads	35,072 13 0	609 15 7	35,682 12 7					
	2,62,534 12 7	638 15 7	2,63,173 12 2					
Scheme No. 37.—"Sydenham Road."								
Land—								
Acquisition of Properties	45,13,034 12 0	17,21,807 5 4	62,34,842 1 4	2,28,316 4 4	1,33,719 4 7	3,59,034 8 11	66,48,475 0 10	
Brokerage, Law Charges and Sundries	33,482 1 0	15,848 15 6	49,331 0 6					
Roads, etc.—								
Roads	.....	267 6 1	267 6 1					
	45,46,516 13 0	17,37,923 10 11	62,84,440 7 11					
Scheme No. 41.—"Undria Street."								
Land—								
Acquisition of Properties	.....	3,68,654 0 0	3,68,654 0 0	.....	29,465 0 0	29,465 0 0	4,10,381 5 10	
Brokerage, Law Charges and Sundries	188 8 0	3,527 14 8	3,716 6 8					
Roads, etc.—								
Remodelling Buildings	.....	8,545 15 2	8,545 15 2					
	188 8 0	3,80,727 13 10	3,80,916 5 10					
Carried over ...Rupees.	4,86,46,909 10 0	34,12,233 8 11	5,20,59,143 2 11	51,23,433 7 10	3,64,489 1 8	54,87,922 9 1	5,75,47,065 12 0	

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...	4,86,46,909 10 0	34,12,233 8 11	5,20,59,143 2 11	51,23,433 7 10	3,64,489 1 3	54,87,922 9 1	5,75,47,065 12 0
Scheme No. 43.—"Parel Road Central."							
Land—							
Acquisition of Properties	.....	.....	.....	7,000 0 0	1,000 0 0	8,000 0 0	8,454 6 0
Brokerage, Law Charges and Sundries	.....	454 6 0	454 6 0				
	.....	454 6 0	454 6 0				
Scheme No. 47—"Parel Road Northern."							
Land—							
Acquisition of Properties	.....	.....	.....	.....	2,000 0 0	2,000 0 0	2,470 8 0
Brokerage, Law Charges and Sundries	.....	470 8 0	470 8 0				
	.....	470 8 0	470 8 0				
Sewri Road	.....	.....	.....	500 0 0	.....	500 0 0	500 0 0
Chaupati Reclamation	1,500 0 0	.....	1,500 0 0	383 0 0	.....	383 0 0	1,883 0 0
POLICE ACCOMMODATION SCHEMES.							
First Nagpada Estate—Scheme No. 14—							
Construction	69,201 1 7	.....	69,201 1 7	11,020 0 5	.....	11,020 0 5	84,449 12 0
Sundries	4,228 10 0	.....	4,228 10 0				
	73,429 11 7	.....	73,429 11 7				
Wodehouse Road Estate—Scheme No. 16—							
Land—							
Acquisition of Properties	76,302 0 0	.....	76,302 0 0	39,087 7 9	.....	39,087 7 9	3,22,666 15 1
Works—							
Construction	2,02,131 8 1	.....	2,02,131 8 1				
Sundries	5,145 15 3	.....	5,145 15 3				
	2,83,579 7 4	.....	2,83,579 7 4				

Duncan Road—Scheme No. 17—								
Land—								
Acquisition of Properties	39,281 12 4	.....	39,281 12 4	7,582 3 4	.....	7,582 3 4	58,980 10 6	
Works—								
Construction	10,986 13 11	.....	10,986 13 11					
Sundries	1,129 12 11	.....	1,129 12 11					
	51,398 7 2	.....	51,298 7 2					
Shepherd Road—Scheme No. 18—								
Land—								
Acquisition of Properties	15,173 4 3	.....	15,173 4 3	4,270 4 9	.....	4,270 4 9	36,223 9 8	
Works—								
Construction	14,866 14 4	.....	14,866 14 4					
Sundries	1,913 2 4	.....	1,913 2 4					
	31,953 4 11	.....	31,953 4 11					
Agripada Estate—Scheme No. 19—								
Land—								
Acquisition of Properties	44,876 0 0	.....	44,876 0 0	24,100 6 5	.....	24,100 6 5	1,79,119 10 8	
Works—								
Construction	1,00,831 13 3	.....	1,00,831 13 3					
Sundries	9,311 7 0	.....	9,311 7 0					
	1,55,019 4 3	.....	1,55,019 4 3					
Connaught Road Estate—Scheme No. 23—								
Land—								
Acquisition of Properties	13,409 0 0	.....	13,409 0 0	10,546 12 11	.....	10,546 12 11	79,495 9 11	
Works—								
Construction	54,917 13 8	.....	54,917 13 8					
Sundries	621 15 4	.....	621 15 4					
	68,948 13 0	.....	68,948 13 0					
Carried over ...Rupees.	4,93,12,738 10 8	34,13,158 6 11	5,27,25,897 1 2	52,27,923 11 5	3,67,489 1 3	55,95,412 12 8	5,83,21,309 13 10	

Works.	Expenditure on Works.			Proportionate Cost of Management and Establishment.			Grand Total to end of 1914-15.
	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15.	To end of 31st March 1914.	During 1914-15.	Total to end of 1914-15	
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Brought forward ...Rupees.	4,93,12,738 10 3	34,13,158 6 11	5,27,25,897 1 2	52,27,923 11 5	3,67,489 1 3	55,95,412 12 8	5,83,21,309 13 10
Princess Street Estate—Scheme No. 24—							
Land—							
Acquisition of Properties	1,51,413 0 0	.....	1,51,413 0 0				
Works—				19,783 14 5	.....	19,783 14 5	2,65,953 6 10
Construction	92,747 5 11	.....	92,747 5 11				
Sundries	2,009 2 6	.....	2,009 2 6				
	2,46,169 8 5	.....	2,46,169 8 5				
Gamdevi Estate—Scheme No. 25—							
Sundries	591 3 8	.....	591 3 8	32 13 5	.....	32 13 5	624 1 1
Lamington Road—Scheme No. 34—							
Sundries	228 0 0	236 10 0	464 10 0	51 0 0	.....	51 0 0	515 10 0
Falkland Road—Scheme No. 35—							
Sundries	208 1 8	.....	208 1 8	43 8 2	.....	43 8 2	251 9 10
Parel Road—Scheme No. 39—							
Sundries	779 13 10	*Cr. 779 13 10*	.....	14 0 0	*Cr. 14 0 0*	.....	.....
Byculla—Scheme No. 40—							
Sundries	.....	284 14 0	284 14 0	.....	.....	.....	284 14 0
Maharbaudi—Scheme No. 44—							
Sundries	.....	158 8 0	158 8 0	.....	.....	.....	158 8 0
Mill Companies' Chawl Schemes.							
Scheme No. 42—Spring Mills—							
Land—							
Acquisition of Properties	.....	.....	.....	2,000 0 0	.....	2,000 0 0	2,208 11 0
Brokerage, Law Charges and Sundries...	155 12 0	52 15 0	208 11 0				
	155 12 0	52 15 0	208 11 0				
Kohinoor Mills	.....	.....	.....	1,500 0 0	.....	1,500 0 0	1,500 0 0

Surveys of the Island of Bombay.								
Survey of the North of the Island of Bombay	88,463 4 0	*Cr.* 67 8 0	88,395 12 0	18,409 5 11	.....	18,409 5 11	1,06,805 1 11	
Administrative Offices.								
Construction	3,03,847 8 5	1,032 2 8	3,04,879 11 1	13,034 0 0	75 0 0	13,109 0 0	3,21,562 11 1	
Additional Storey	3,574 0 0	.....	3,574 0 0					
	3,07,421 8 5	1,032 2 8	3,08,453 11 1					
Store-yard at Agripada—								
Construction	4,258 13 8	.....	4,258 13 8	777 7 10	.....	777 7 10	5,036 5 6	
Central Stores at the back of Frere Fletcher School—								
Construction	12,896 6 2	.....	12,896 6 2	2,759 15 6	.....	2,759 15 6	15,656 5 8	
Grand Total ...Rupees.	4,99,73,911 2 1	34,14,076 2 9	5,33,87,987 4 10	52,86,329 12 8	3,67,550 1 3	56,53,879 13 11	5,90,41,867 2 9	

Examined and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.
Bombay, 10th August 1915.

J. P. ORR,
Chairman.
C. M. CORREA,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 6th August 1915.

APPENDIX—III.

GENERAL ACCOUNT.

Revenue.

Budget Estimate for the year 1914-1915.	Statement of Receipts.	Actual receipts for the year ending 31st March 1915.	
Rs.		Rs. a. p.	Rs. a. p.
	RENTS AND OTHER PROCEEDS OF PROPERTIES.		
	1—*Schedule C.*		
30,070	The Flats	30,988 2 10	
10	,, Kennedy Sea Face	87 0 0	
287	,, Cooperage Plot	340 6 0	
35,322	,, Marine Lines Estate	35,482 4 9	
29,911	,, Wellington Lines Plot	30,131 15 7	
33,398	,, Wodehouse Road Plot	33,863 4 0	
.....	,, Plot south of Old Town Barracks	2 0 0	
68,712	,, Hornby Road Plot	68,588 6 5	
12,871	,, Plot south of Crawford Market	12,870 9 0	
8,233	,, Plot north of Municipal Offices	8,232 15 0	
28,869	,, Chowpatty Estate	31,741 3 0	
4,500	,, Parel Estate	4,482 4 0	
2,52,183			2,56,810 6 7
	2—*Schedule D.*		
4,058	The Connaught Road Estate	4,441 0 9	
32,484	,, Agripada Estate	42,792 1 1	
1,234	,, Lands at Matunga	1, 01 7 8	
37,776			48,534 9 6
	3—*Schedule E.*		
98,321	Colaba Reclamation (Scheme 7)	.....	98,873 5 10
	4—*Schedule F.*		
204	Lands leased by Government	.....	204 4 4
	5—*Other Lands and Buildings vesting in the Board.*		
	Schemes.		
34,266	Scheme No. 1 (First Nagpada)	35,886 1 1	
3,41,795	,, 2 (Princess Street)	3,53,058 11 5	
2,33,008	,, 3 (Sandhurst Road)	2,53,152 0 3	
41,486	,, 4 (Gamdevi)	41,716 7 1	
21,507	,, 5 (Dadar-Matunga)	23,441 1 9	
25,050	,, 6 (Sion-Matunga)	26,466 15 10	
57,002	,, 8 (Mandvi-Koliwada)	56,969 11 8	
141	,, 18 (Souter Street Extension, Eastwards) ...	153 10 2	
38,755	,, 27 (Mathew Road)	38,745 7 9	
2,89,962	,, 29 (Nowrojee Hill)	2,89,660 0 11	
177	,, 30 (Souter Street Extension, Westwards) ...	185 11 8	
75,655	,, 31 (Parel)	75,152 7 9	
95,701	,, 32 (East Agripada)	96,530 10 2	
3,348	,, 33 (Bhatwadi)	3,531 6 8	
592	,, 36 (Lamington Road)	590 0 4	
3,00,000	,, 37 (Sydenham Road)	3,04,412 11 2	
3,500	,, 41 (Undria Street)	4,655 9 0	
15,61,945			16,04,308 15 8
	Chawls.		
	(*a*) Permanent.	Rs. a. p.	
12,500	Scheme No. 1, Agripada, 4 blocks ...	10,112 12 0	
37,724	,, 1, ,, 12 ,, ...	35,415 6 0	
6,808	,, 1, Nagpada, 2 ,, ...	6,894 11 0	
38,777	,, 2, Chandanwadi ...	38,985 2 1	
3,800	,, 2, Princess Street ...	3,831 0 0	
42,911	,, 3, Imamwada ...	43,135 7 9	
18,500	,, 3, Additional Chawls at Agripada (6 blocks) .	16,611 15 6	
1,61,020	Total carried over ...	1,54,986 6 4	....
19,50,429		....	20,03,731 9 11

Budget Estimate for the year 1914-1915.	Statement of Receipts.				Actual Receipts for the year ending 31st March 1915.				
Rs.					Rs.	a.	p.	Rs.	a. p.
19,50,429		Brought forward ...			.....			20,08,731	9 11
	RENTS AND OTHER PROCEEDS OF PROPERTIES—*continued.*								
	Chawls—continued.								
	(*a*) Permanent—*continued.*								
			Rs.	a.	p.				
1,61,020		Broughtforward ...	1,54,986	6	4				
6,910	Scheme No. 3, Chawls at Nagpada (1 block) ...		6,455	5	0				
35,475	,, 8, Mandvi-Koliwada ...		35,538	11	0				
250	,, 29, Nowrojee Hill ...		.....						
18,400	,, 31, Suparibag ...		17,963	1	5				
2,22,055						2,14,943	7	9	
	(*b*) Semi-permanent.								
			Rs.	a.	p.				
351	Scheme No. 1, Nagpada and Agripada		345	0	0				
123	,, 2, Chandanwadi ...		123	0	0				
90	,, 3, Imamwada ...		90	0	0				
7,750	,, 5, Chowpati ...		8,047	13	8				
300	,, 6, Sion-Matunga ...		258	12	0				
7,501	,, 8, Paltan Road ...		7,703	7	7				
3,700	,, 31, Soparibag ...		3,988	1	1				
7,000	,, 32, East Agripada ...		7,365	0	0				
26,815						27,921	2	4	
2,48,870									2,42,864 10 1
	Mill Companies' Chawls.								
.....	Scheme No. 42 (Spring Mills)					.....			50 0 0
	Police Schemes.								
8,094	Scheme No. 14 (Nagpada)					8,094	0	0	
15,747	,, 16 (Wodehouse Road)					15,747	0	0	
2,910	,, 17 (Duncan Road)					2,910	0	0	
1,781	,, 18 (Shepherd Road)					1,781	0	0	
9,414	,, 19 (Agripada)					9,414	0	0	
4,219	,, 23 (Connaught Road)					4,219	0	0	
13,145	,, 24 (Princess Street)					13,145	0	0	
55,310									55,310 0 0
22,54,609		Total, Revenue from Estates ...				.....			23,06,956 4 0
	6.—*Receipts from Municipality.*								
			Rs.	a.	p.				
	Refund of Municipal Taxes—								
	Schedule C (Government lands) ...		2,525	8	4				
	,, D (Municipal lands) ...		530	6	6				
						3,055	14	10	
	Schemes.								
	Scheme 1 (First Nagpada) ...		0	0	11				
	,, 2 (Princess Street) ...		4,049	2	11				
	,, 3 (Sandhurst Road) ...		7,359	3	10				
	,, 4 (Gamdevi) ...		398	0	4				
	,, 5 (Dadar-Matunga) ...		1,208	11	6				
	,, 6 (Sion-Matunga) ...		389	2	3				
	,, 8 (Mandvi-Koliwada) ...		1,103	15	4				
	,, 13 (Souter Street Extension, Eastwards) ...		22	0	8				
	,, 27 (Mathew Road) ...		393	2	6				
	,, 29 (Nowrojee Hill) ...		5,386	12	5				
	,, 30 (Souter Street Extension, Westwards) ...		26	2	0				
22,54,609		Carried over ...	20,336	6	8	3,055	14	10	23,06,956 4 0

Budget Estimate for the year 1914-1915.	Statement of Receipts.			Actual Receipts for the year ending 31st March 1915.	
Rs.				Rs. a. p.	Rs. a. p.
22,54,609	Brought forward ...			3,055 14 10	23,06,956 4 0
	Receipts from Municipality—continued.				
			Rs a. p.		
	Brought forward ...		20,336 6 8		
	Schemes—continued.				
	Refund of Municipal Taxes—				
	Scheme 31 (Parel) ...		1,800 12 8		
	,, 32 (East Agripada) ...		1,351 3 1		
	,, 33 (Bhatwadi) ...		63 5 3		
	,, 36 (Lamington Road) ...		3 6 9		
	,, 37 (Sydenham Road) ...		1,451 15 5		
	,, 41 (Undria Street) ...		1 10 9		
				25,008 12 7	
	Police Schemes.				
			Rs. a. p.		
33,132	Scheme 14 (Nagpada) ...		1,319 11 0		
	,, 16 (Wodehouse Road) ...		3,283 10 8		
	,, 17 (Duncan Road) ...		367 6 2		
	,, 18 (Shepherd Road) ...		195 14 2		
	,, 19 (Agripada) ...		999 7 2		
	,, 23 (Connaught Road) ...		584 4 8		
	,, 24 (Princess Street) ...		1,283 12 11		
				8,034 2 9	
	Chawls.				
	Scheme 8 (Paltan Road Huts) ...		.....	60 7 7	
					86,159 5 9
22,87,741	Total, Land Revenue ...				23,43,115 9 9
9,76,938	Contribution from Municipal Funds under section 72 of Act.				9,76,937 13 10
	7.—Miscellaneous.				
			Rs. a. p.		
1,34,000	Interest on Investments ...		80,403 5 7		
	Interest on Temporary Investment of Cash Balances ...		66,624 2 9		
				1,47,027 8 4	
2,602	Unclaimed Wages Account (Revenue) ...		...	2,698 11 8	
3,668	Receipts from hire of Steam Rollers ...		...	4,634 0 0	
1,40,270	Total, Miscellaneous ...			.....	1,54,360 4 0
34,04,949	Grand Total ...			.....	34,74,413 11 7

J. P. ORR,
Chairman.

C. M. CORREA,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 6th August 1915.

Examined and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts, } Auditor.

Bombay, 10th August 1915.

APPENDIX—IV.

General Account.

Expenditure.

Budget Estimate for the year 1914-15.	Statement of Charges.	Actual Expenditure for the year ending 31st March 1915.	
Rs.		Rs. a. p.	Rs. a. p.
	MAINTENANCE OF PROPERTIES.		
	1—Schedule C.		
4,394	The Flats	5,098 12 4	
570	,, Cooperage Plot	574 15 0	
879	,, Marine Lines Estate	917 11 7	
1,300	,, Wellington Lines Plot	1,254 1 4	
3	,, Wodehouse Road Plot	0 12 0	
48	,, Hornby Road Plot	48 0 0	
396	,, Chaupati Estate	380 7 1	
455	,, Parel Estate	460 10 9	
.....*	*Proportionate Cost of Establishment under sections 75 and 77 of Act.*	6,975 0 0	15,710 6 1
8,045			
	2—Schedule D.		
66	The Connaught Road Estate	66 4 0	
391	,, Agripada Estate	389 2 8	
2	,, Lands at Matunga	17 8 0	
.....*	*Proportionate Cost of Establishment under sections 75 and 77 of Act.*	764 0 0	1,236 14 8
459			
	3—Schedule E.		
4,800	Colába Reclamation (Scheme No. 7)	4,824 12 3	
.....*	*Proportionate Cost of Establishment under sections 75 and 77 of Act.*	1,972 0 0	6,796 12 3
4,800			
	4—Schedule F.		
.....	*Proportionate Cost of Establishment under sections 75 and 77 of Act.*	.....	5 0 0
	5—Other Lands and Buildings vested in the Board.		
	(a) Schemes.		
360	The Scheme No. 1 (First Nagpáda)	286 1 5	
1,896	,, ,, No. 2 (Princess Street)	1,819 7 0	
3,780	,, ,, No. 3 (Sandhurst Road)	4,021 9 5	
432	,, ,, No. 4 (Gámdevi Estate)	459 12 8	
1,464	,, ,, No. 5 (Dadar-Matunga)	1,481 6 8	
2,048	,, ,, No. 6 (Sion-Matunga)	1,961 14 9	
1,466	,, ,, No. 8 (Mándvi-Koliwáda)	1,507 10 9	
.....	,, ,, No. 13 (Souter Street Extension, Eastwards)	.....	
255	,, ,, No. 27 (Mathew Road)	229 9 3	
21,457	,, ,, No. 29 (Nowrojee Hill)	22,024 1 9	
.....	,, ,, No. 30 (Souter Street Extension, Westwards).	0 9 0	
5,587	,, ,, No. 31 (Parel)	6,299 9 2	
13,375	,, ,, No. 32 (East Agripada)	16,021 12 6	
174	,, ,, No. 33 (Bhatwadi)	179 13 3	
.....	,, ,, No. 36 (Lamington Road)	.....	
17,825	,, ,, No. 37 (Sydenham Road)	20,320 3 3	
815	,, ,, No. 41 (Undria Street)	649 10 1	
70,934	Carried over Total (a) ...	77,263 2 11	
13,304	Carried over ...	.....	23,749 1 0

* *Vide* footnote on page 28.

Budget Estimate for the year 1914-1915.	Statement of Charges.	Actual Expenditure for the year ending 31st March 1915.	
Rs.		Rs. a. p.	Rs. a. p.
13,304		.....	23,749 1 0
	Brought over ...	77,263 2 11	
70,934			
	MAINTENANCE OF PROPERTIES—*continued.*		
	5—Other Lands and Buildings vested in the Board—contd.		
	(b) Chawls, Permanent.		
1,990	The Scheme No. 1 (Agripada, 4 blocks) ... 2,065 3 3		
5,554	,, ,, ,, 1 (,, 12 blocks) ... 5,710 4 7		
952	,, ,, ,, 1 (Nagpada, 2 blocks) ... 1 043 14 11		
3,049	,, ,, ,, 2 (Chandanwadi) ... 3,887 2 5		
627	,, ,, ,, 2 (Princess Street) ... 618 11 9		
5,307	,, ,, ,, 3 (Imamwada) ... 5,209 0 9		
2,660	,, ,, ,, 3 (Agripada, 6 blocks) ... 2.886 10 6		
603	,, ,, ,, 3 (Nagpada, 1 block) ... 604 7 7		
2,750	,, ,, ,, 8 (Mandvi-Koliwada) ... 2,680 7 0		
50	,, ,, ,, 29 (Nowrojee Hill)		
2,601	,, ,, ,, 31 (Suparibag Road) ... 2,721 2 6		
27,043	Total (*b*) ...	27,422 1 3	
	(c) Chawls, Semi permanent.		
1,398	The Scheme No. 3 (Chaupati) ... 1,362 13 4		
55	,, ,, ,, 6 (Sion-Matunga)		
3,404	,, ,, ,, 8 (Paltan Road) ... 3,390 13 11		
309	,, ,, ,, 31 (Parel) ... 258 4 0		
665	,, ,, ,, 32 (East Agripada) ... 268 7 4		
5,831	Total (*c*) ...	5,280 6 7	
1,03,808	Total (*a*) (*b*) and (*c*) ...	1,09,965 10 9	
*1,16,850	*Proportionate Cost of Establishment under sections 75 and 77 of Act on (a), (b) and (c)*	1.13,892 0 0	
2,20,658			2,23,857 10 9
	6—Maintenance of Streets.		
399	Schedule C (Government Lands)	359 11 6	
1,049	,, D (Municipal Lands)	1,035 4 5	
.....	Scheme No. 1 (First Nagpada)	.....	
1 500	,, 2 (Princess Street)	1,463 13 0	
1,477	,, 3 (Sandhurst Road)...	1,397 9 10	
2,522	,, 4 (Gamdevi)	2,400 11 0	
2,350	,, 5 (Dadar-Matunga)	2,454 0 1	
1,054	,, 6 (Sion-Matunga)	849 2 0	
1,199	,, 8 (Mandvi-Koliwada)	1,086 0 3	
508	,, 13 (Souter Street Extension, Eastwards) ...	508 13 7	
249	,, 27 (Mathew Road)	238 5 6	
3,500	,, 29 (Nowrojee Hill)	3,365 8 2	
4,000	,, 31 (Parel)	4,139 12 4	
154	,, 33 (Bhatwadi)	147 3 0	
251	,, 33 (Lamington Road)	220 3 0	
150	,, 32 (East Agripada)	.....	
150	,, 32 (Do. Schedule D)	.....	
20,512			19,656 1 8
2,54,474	Total, Expenditure on Estates ...		2,67,272 13 5
	7—Municipal Rates and Taxes.		
.....	Rs. a. p.		
	Schedule C (Government Lands) ... 5,689 14 0		
	,, D (Municipal Lands) ... 1,010 5 11		
	,, E (Colaba Reclamation) ... 40 14 2	6,741 2 1	
2,54,474	Carried over ...	6,741 2 1	2,67,272 13 5

* Distributable over items Nos. 1 to 5 shown in italics.

Budget Estimate for the year 1914-15.	Statement of Charges.				Actual Expenditure for the year ending 31st March 1915.		
Rs.					Rs. a. p.	Rs. a. p.	
2,54,474	Brought forward ...				6,741 2 1	2,67,272 13 5	
	MAINTENANCE OF PROPERTIES—*continued.*						
	Municipal Rates and Taxes—continued.						
	Schemes.						
		...	Rs.	a. p.			
	Scheme No. 1 (First Nagpada)	...	1	15 8			
	,, 2 (Princess Street)	...	4,224	5 10			
	,, 3 (Sandhurst Road)	...	13,721	8 7			
	,, 4 (Gamdevi)	...	565	0 3			
	,, 5 (Dadar-Matunga)	...	3,449	11 4			
	,, 6 (Sion-Matunga)	...	3,554	6 3			
	,, 8 (Mandvi-Koliwada)	...	1,360	10 1			
	,, 13 (Souter Street Extension Eastwards)	...	18	15 11			
	,, 27 (Mathew Road)	...	559	1 3			
	,, 29 (Nowrojee Hill)	...	37,030	1 11			
	,, 30 (Souter Street Extension Westwards)	...	26	12 4			
	,, 31 (Parel)	...	12,098	8 6			
	,, 32 (East Agripada)	...	17,777	6 1			
	,, 33 (Bhatwadi)	...	176	6 10			
	,, 36 (Lamington Road)	...	8	2 4			
	,, 37 (Sydenham Road)	...	50,503	5 5			
	,, 41 (Undria Street)	...	1,193	4 4			
					1,46,259 10 11		
	CHAWLS.						
	Permanent.						
	Scheme No. 1 (Agripada, 4 blocks)	...	1,503	4 6			
	,, No. 1 (,, 12 blocks)	...	4,593	3 10			
	,, No. 1 (Nagpada, 2 blocks)	...	815	15 0			
	,, No. 2 (Chandanwadi)	...	4,830	15 0			
2,07,740	,, No. 2 (Princess Street)	...	453	2 4			
	,, No. 3 (Imamwada)	...	5,128	6 6			
	,, No. 3 (Six additional blocks at Agripada)	...	2,244	13 4			
	,, No. 3 (One block at Nagpada)	...	815	3 8			
	,, No. 9 (Mandvi-Kolwada)	...	4,427	13 8			
	,, No. 31 (Suparibag Road)	...	2,206	0 0			
					27,018 13 10		
	Semi-permanent.						
	Scheme No. 1 (Nagpada and Agripada)	...	10	5 0			
	,, No. 2 (Chandanwadi)	...	9	7 0			
	,, No. 3 (Chaupati)	...	950	9 10			
	,, No. 6 (Sion-Matunga)	...	53	8 4			
	,, No. 8 (Paltan Road)	...	888	0 1			
	,, No. 31 (Suparibag Road)	...	417	10 6			
	,, No. 32 (East Agripada)	...	800	15 10			
					3,130 8 7		
	Police Schemes.						
	Scheme No. 14 (First Nagpada)	...	1,319	11 0			
	,, No. 16 (Wodehouse Road)	...	3,283	10 8			
	,, No. 17 (Duncan Road)	...	367	6 2			
	,, No. 18 (Shepherd Road)	...	195	14 2			
	,, No. 19 (Agripada)	...	999	7 2			
	,, No. 23 (Connaught Road)	...	584	4 8			
	,, No. 24 (Princess Street)	...	1,283	12 11			
					8,034 2 9		
						1,91,184 6 2	
4,62,214	Grand Total Expenditure on Estates ...				.....	4,58,457 3 7	

Budget Estimate for the year 1914-15.	Statement of Charges.			Actual Expenditure for the year ending 31st March 1915.		
Rs. 4,62,214	Brought forward ...			Rs. a. p.		Rs. a. p. 4,58,457 3 7
	8.—*Interest and Sinking Fund Charges.*					
2,52,760	Sinking Fund (Loans of 1899, 1901 to 1910, 1911 and 1913)			2,52,760 2 2		
19,83,368	Interest on Debenture Loans (Loans of 1899, 1901 to 1910, 1912 to 1914)			19,83,380 2 3		
22,36,128	Total, Interest and Sinking Fund Charges ...					22,36,140 4 5
	9.—*Miscellaneous.*					
18,000	Maintenance of Tools and Plant			20,085 14 1		
2,018	Unclaimed Wages (Revenue paid)			918 4 3		
10,335	Commission Account—					
	Bank of Bombay Security Account ...	3,491	5 6			
	,, ,, Loan Account ...	6,080	0 0			
	Bank of Bengal ,, ...	500	0 0			
	Chartered Bank ,, ...	678	11 9	10,750 1 3		
30,353	Total Miscellaneous ...					31,754 3 7
27,28,695	Grand Total Rs. ...					27,26,351 11 7

J. P. ORR,
Chairman.

C. M. CORREA,
Secretary and Chief Accountant.

Examined and found correct. Secretary's Office, Bombay, 6th August 1915.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.

Bombay, 10th August 1915.

APPENDIX—V.

Account of Balances under General Account as per section 79 of Act IV of 1898.

1899.									
March 31st—By Balance	...	*Cr.*	Rs.	1,80,067	0	0			
1900.									
March 31st— „	...	„		1,07,554	10	7			
1901.									
March 31st— „	...	„		4,60,103	5	5			
1902.									
March 31st— „	...	„		4,41,258	2	5			
1903.									
March 31st— „	...	„		5,22,307	12	9			
1904.									
March 31st— „	...	„		1,81,486	10	2			
1905.									
March 31st— „	...	„		67,141	9	4			
1906.									
March 31st— „	...	„		1,20,396	1	9			
							Rs.	20,80,318	4 5
1907.									
March 31st—To Balance	...	*Dr.*	Rs.	56,081	4	2			
1908.									
March 31st— „	...	„		1,22,781	3	10			
1909.									
March 31st— „	...	„		1,25,306	10	10			
							Rs.	3,04,169	2 10
							Rs.	17,76,149	1 7
1910.									
March 31st—By Balance	...	*Cr.*	Rs.	52,615	1	3			
1911.									
March 31st— „	...	„		1,60,364	0	2			
1912.									
March 31st— „	...	„		2,93,216	12	1			
1913.									
March 31st— „	...	„		4,95,947	10	11			
1914.									
March 31st— „	...	„		7,36,192	12	1			
1915.									
March 31st— „	...	„		7,48,02	0	0			
							Rs.	24,86,398	4 6
						Net credit	Rs.	42,62,547	6 1

J. P. ORR,
Chairman.

C. M. CORREA,
Secretary and Chief Accountant.

Secretary's Office, Bombay, 6th August 1915.

Examined and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.

Bombay, 10th August 1915.

APPENDIX.—VI.

Sinking Fund Statement.

Description of Loan.	Year of Loan	Date of issue of Loan.	Date of redemption of Loan.	Currency of Loan.	Amount raised.	Average rate of issue.	½ yearly interest payable.	Basis	Sinking Fund.								
									Amount payable ½ yearly.	Total amount paid to date.	Interest accrued to date.	Total amount including interest.	Cost of Investment.	Nominal value of Investment in Municipal Debentures.	Nominal value of Investment in Port Trust Debentures.	Nominal value of Investment in Improvement Trust Debentures.	Total to date.	+ or — balances under Sinking Fund.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
						Rs. a. p.	Rs.	Per cent.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs.	Rs.	Rs.	Rs.	Rs. a. p.
Debenture Loan.	1899	1st Nov. 1899.	1st Nov. 1959.	60 years.	50 lákhs.	96 0 0	1,00,000	4	(a)10,564 0 0	3,11,736 0 0	1,14,753 8 7	4,26,489 3 7	4,26,434 9 3	1,19,500	.....	3,11,000	4,30,500	+54 10 4
Do. ...	1901	6th Sept. 1901.	6th Sept. 1961.	,,	30 ,,	95 4 0	60,000	4	6,280 0 0	1,63,280 0 0	48,879 1 5	2,12,159 1 5	2,12,217 11 7	43,009	6,500	1,64,000	2,13,500	−58 10 2
Do. ...	1902	15th July 1902.	15th July 1962.	,,	30 ,,	98 2 0·6	60,000	4	6,280 0 0	1,50,720 0 0	40,157 11 1	1,90,877 11 1	1,90,861 8 7	26,000	6,500	1,59,000	1,91,500	+16 2 6
Do. ...	1903	20th Aug. 1903.	20th Aug. 1963.	,,	60 ,,	100 4 0	1,20,000	4	12,560 0 0	2,76,320 0 0	65,572 1 10	3,41,892 1 10	3,41,782 4 6	16,500	12,500	3,12,500	3,41,500	+109 13 4
Do. ...	1904	7th Sept. 1904.	7th Sept. 1964.	,,	50 ,,	102 5 9·438	1,00,000	4	(b)10,493 0 0	2,08,595 0 0	43,833 13 9	2,52,428 13 9	2,52,200 8 9	2,500	10,500	2,39,000	2,52,000	+228 5 0
Do. ...	1905	12th Sept 1905.	12th Sept. 1965.	,,	30 ,,	103 10 2·75	60,000	4	6,280 0 0	1,13,040 0 0	21,209 15 6	1,34,249 15 6	1,34,165 10 8	1,500	6,000	1,27,000	1,34,500	+84 4 10
Do. ...	1906	2nd Oct. 1906.	2nd Oct. 1966.	,,	20 ,,	100 15 9	40,000	3	(c)6,148 0 8	98,257 10 8	16,070 8 8	1,14,328 3 4	1,14,361 3 11	1,000	6,000	1,08,000	1,15,000	−33 0 7
Do. ...	1907	24th Sept. 1907.	24th Sept. 1967.	,,	15 ,,	98 4 1·071	30,000	3	4,609 9 10	64,534 9 8	9,017 4 6	73,551 14 2	73,721 1 1	1,000	4,500	68,500	74,000	−169 2 11
Do. ...	1908	8th Sept. 1908.	8th Sept. 1968.	,,	30 ,,	96 4 6·914	60,000	3	9,219 5 8	1,10,632 4 0	12,772 2 1	1,23,404 6 1	1,23,382 3 11	500	9,000	1,14,000	1,23,500	+22 2 2
Sterling Loan.	1909	1st July 1909.	1st July 1969.	,,	84,99,000*	95 12 0	1,69,980	3	25,654 4 0	2,82,196 12 0	29,123 11 6	3,11,320 7 6	3,11,031 11 10	1,500	25,000	2,84,000	3,10,500	+288 11 8
Do. ...	1910	1st July 1910.	1st July 1970.	,,	49,95,000†	99 0 0	99,900	3	15,077 8 4	1,35,697 11 0	10,869 10 5	1,46,567 5 5	1,46,666 12 6	500	15,000	1,30,500	1,46,000	−99 7 1
Debenture Loan.	1912	28th Aug. 1912.	28th Aug. 1972.	,,	25 lákhs.	101 12 8	50,000	3	7,692 12 0	30,731 0 0	898 10 0	31,629 10 0	31,423 5 6	.....	.....	32,000	32,000	+206 4 6
Do. ...	1913	26th Aug. 1913.	26th Aug. 1973.	,,	18 ,,	100 15 7·263	36,000	3	5,531 8 7	11,063 1 2	105 12 2	11,168 13 4	11,229 13 10	.....	.....	11,500	11,500	−61 0 6
Total ...	...	.....	.....	...	4,92,94,000	98 11 9	9,85,880	...	1,26,380 1 1	19,56,804 0 6	4,33,263 10 6	23,70,067 11 0	23,69,478 9 11	2,13,500	1,01,500	20,61,000	23,76,000	+589 1 1

* (£566,600 @ 1s. 4d.) † (£333,000 @ 1s. 4d.) (a) Rs. 10,240-0-0 up to 14th May 1908. (b) Rs. 10,240-0-0 up to 14th January 1908. (c) Rs. 6,037-0-8 up to 31st December 1907.

Examined and found correct.

F. L. SILVA,
Assistant Examiner of Local Fund Accounts. } Auditor.
Bombay, 10th August 1915.

J. P. ORR,
Chairman.

C. M. CORREA,
Secretary and Chief Accountant.
Secretary's Office, Bombay, 6th August 1915.

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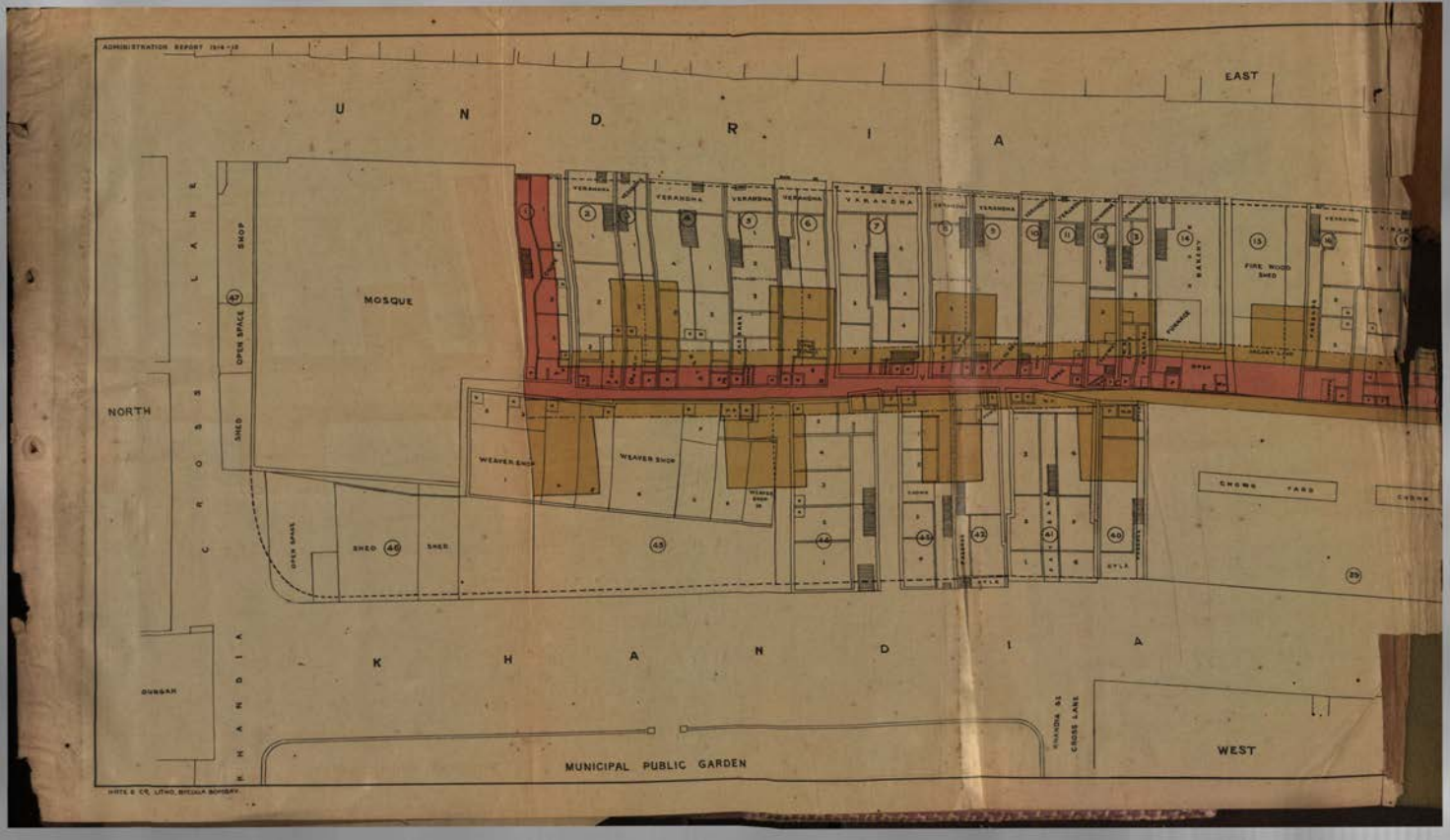

ADMINISTRATION REPORT 1914-15
EAST
U N D R I A
CROSS LANE
SHOP
OPEN SPACE
SHED
MOSQUE
NORTH
VERANDHA
BAKERY
FIRE WOOD SHED
WEAVER SHOP
OPEN SPACE
SHED
CHOWK YARD
K H A N D I A
KHANDIA
DURGAH
MUNICIPAL PUBLIC GARDEN
KHANDIA 1st CROSS LANE
WEST
WHITE & CO. LITHO. BYCULLA BOMBAY.

REFERRED TO IN PARA 7 OF REPORT.

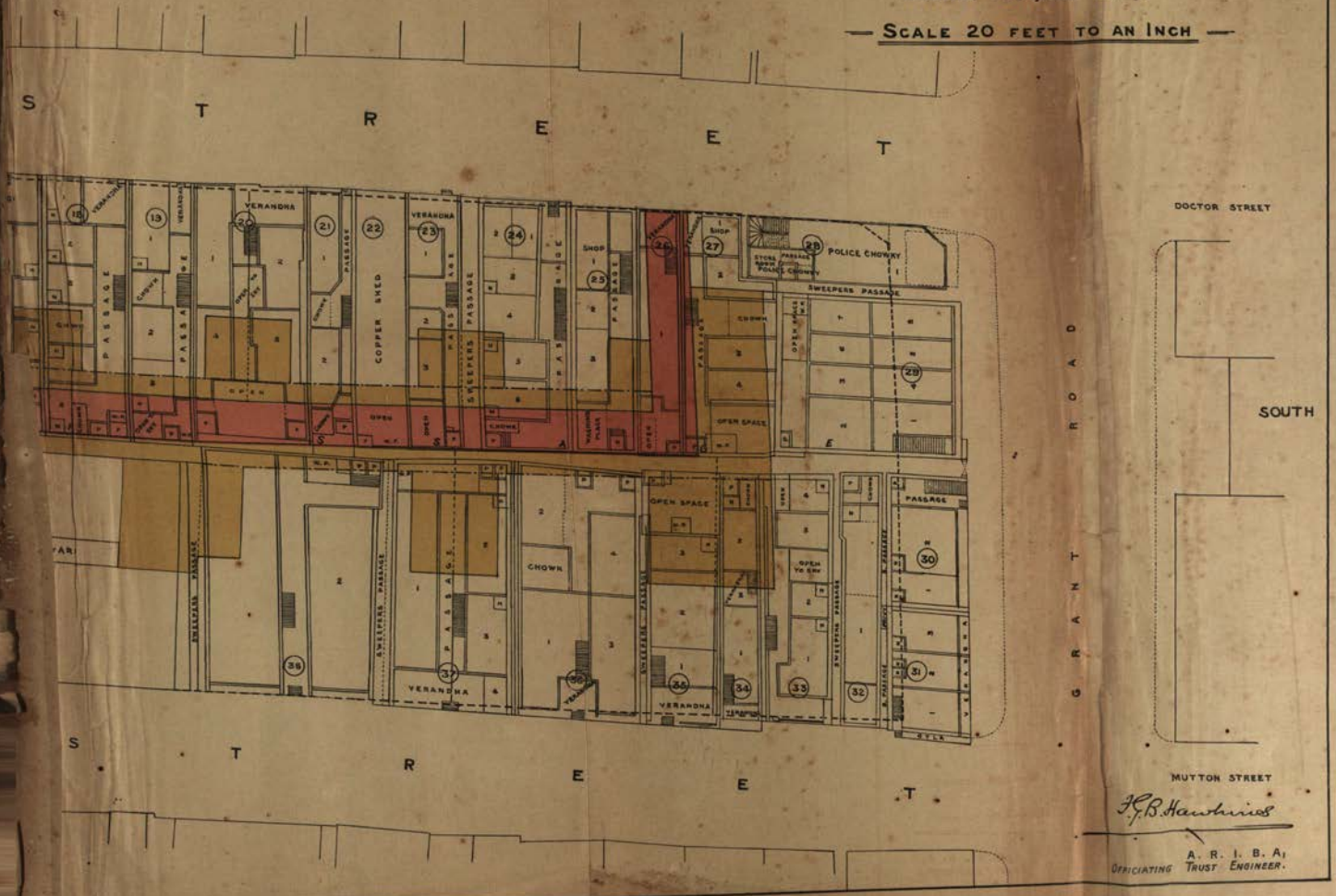
NOTE — PROPOSED SERVICE PASSAGE ..... COLOURED RED

OPEN SPACES ..... DO ..... YELLOW

BOMBAY IMPROVEMENT TRUST

UNDRIA SCHEME No. 41

— SCALE 20 FEET TO AN INCH —



H.C.B. Hawkins

A. R. I. B. A.
OFFICIATING TRUST ENGINEER.

REFERRED TO IN PARA 8 OF REPORT

BOMBAY IMPROVEMENT TRUST

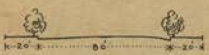
EASTERN AVENUE

Scale 4800 ft to an Inch.

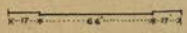
ADMINISTRATION REPORT
FOR 1914 - 1915.

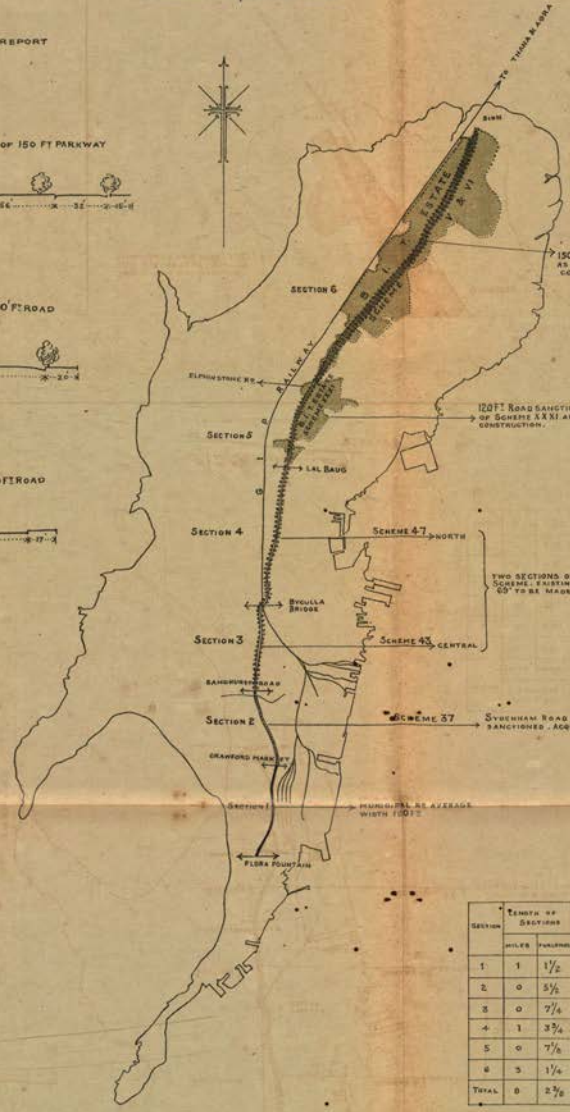
SECTION OF 150 FT PARKWAY

SECTION OF 120 FT ROAD



SECTION OF 100 FT ROAD




TO THANA & KURLA
BIMH
ESTATE
V & VI
150 FT PARKWAY SANCTIONED AS A PART OF SCHEME V & VI. CONSTRUCTION COMMENCED
SECTION 6
PARKWAY
ELPHINSTONE RD
120 FT ROAD SANCTIONED AS A PART OF SCHEME XXXI AND NOW UNDER CONSTRUCTION.
SECTION 5
LAL BAUG
SECTION 4
SCHEME 47 NORTH
TWO SECTIONS OF PROPOSED PAREL ROAD SCHEME. EXISTING ROAD AVERAGE WIDTH 60' TO BE MADE 120' WIDE.
BYCULLA BRIDGE
SECTION 3
SCHEME 43 CENTRAL
SCHEME 37
SYDENHAM ROAD SCHEME. ROAD 100' SANCTIONED. ACQUISITION IN PROGRESS.
SECTION 2
CRAWFORD MARKET
SECTION 1
MUNICIPAL RD AVERAGE WIDTH 120'±
FLORA FOUNTAIN

Section	Length of Sections		Loss in Lakhs	
	Miles	Furlongs	Total	Per Furlong
1	1	1½		
2	0	5½	Rs 71 *	12.9
3	0	7¼	35	4.8
4	1	3¾	53	9.5
5	0	7½	—	—
6	3	1¼	—	—
Total	8	2⅜	—	—

* REVISED.

J. B. Hawkins.
A.R.I.B.A. 17:VI:15.
OFFG TRUST ENGINEER.

W. COOPER, BOMBAY.

ADMINISTRATION REPORT 1914-15.

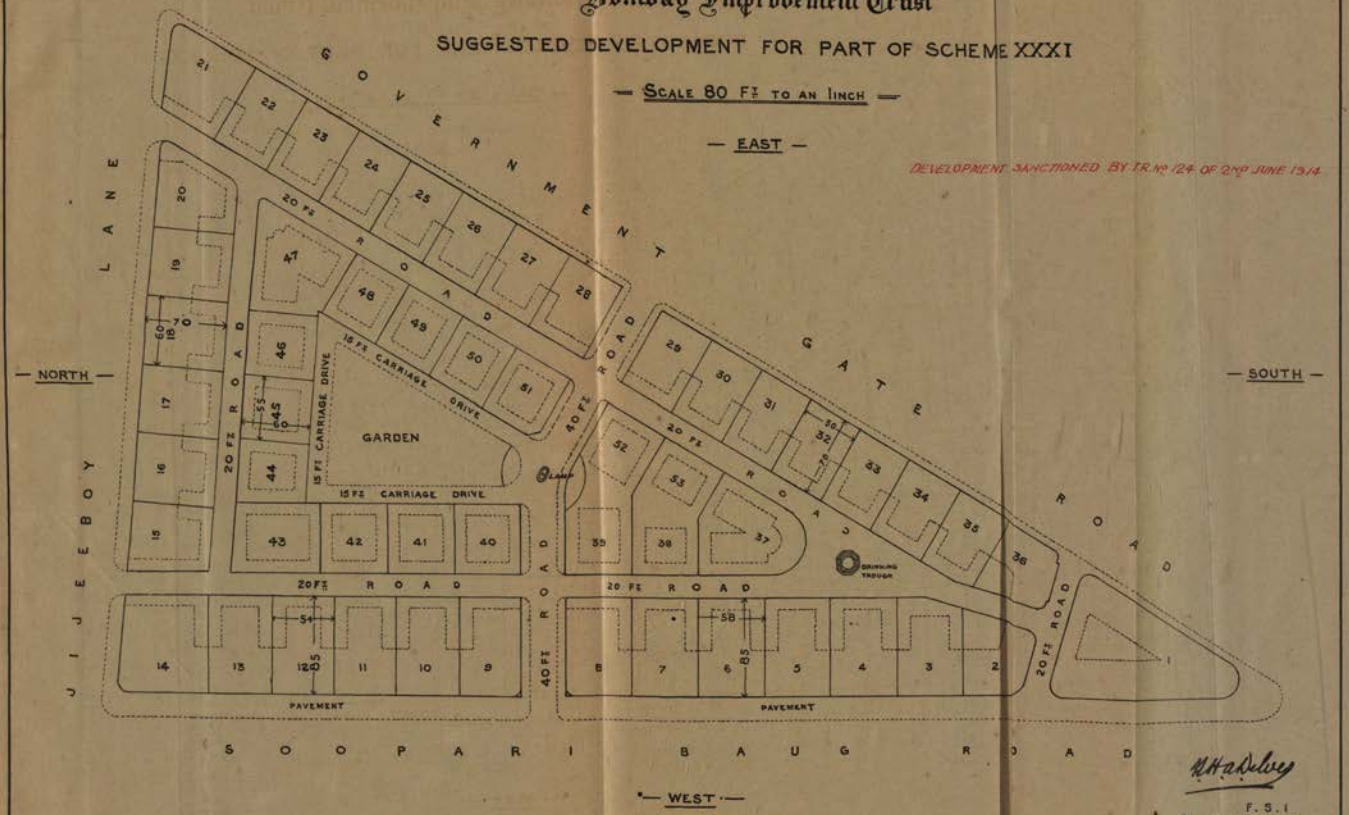
REFERRED TO IN PARA 10 OF REPORT

Bombay Improvement Trust

SUGGESTED DEVELOPMENT FOR PART OF SCHEME XXXI

— SCALE 80 FT. TO AN INCH —

DEVELOPMENT SANCTIONED BY TR. No. 124 OF 2ND JUNE 1914.



F. S. I.
Dy. LAND MANAGER.

HATE & CO. LITHO. BYCULLA BOMBAY.

ADMINISTRATION REPORT 1914-15

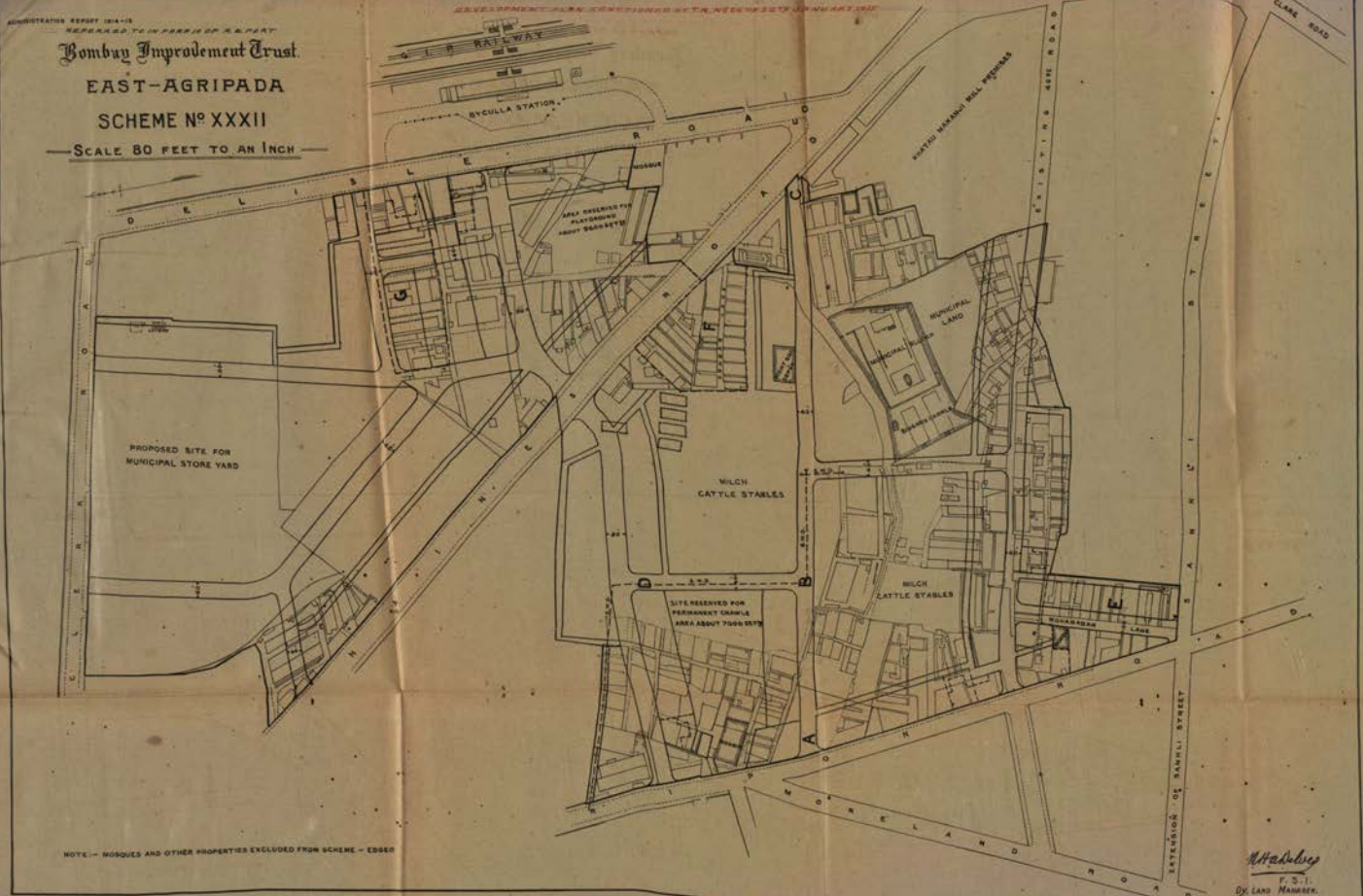
REPRINTED TO IN FORM IN OF A.R. PART

Bombay Improvement Trust.

EAST-AGRIPADA

SCHEME Nº XXXII

SCALE 80 FEET TO AN INCH



NOTE:— MOSQUES AND OTHER PROPERTIES EXCLUDED FROM SCHEME — EDGED

F. S. I.
DY. LAND MANAGER.

REFERRED TO IN PARA 10 OF REPORT

Bombay Improvement Trust

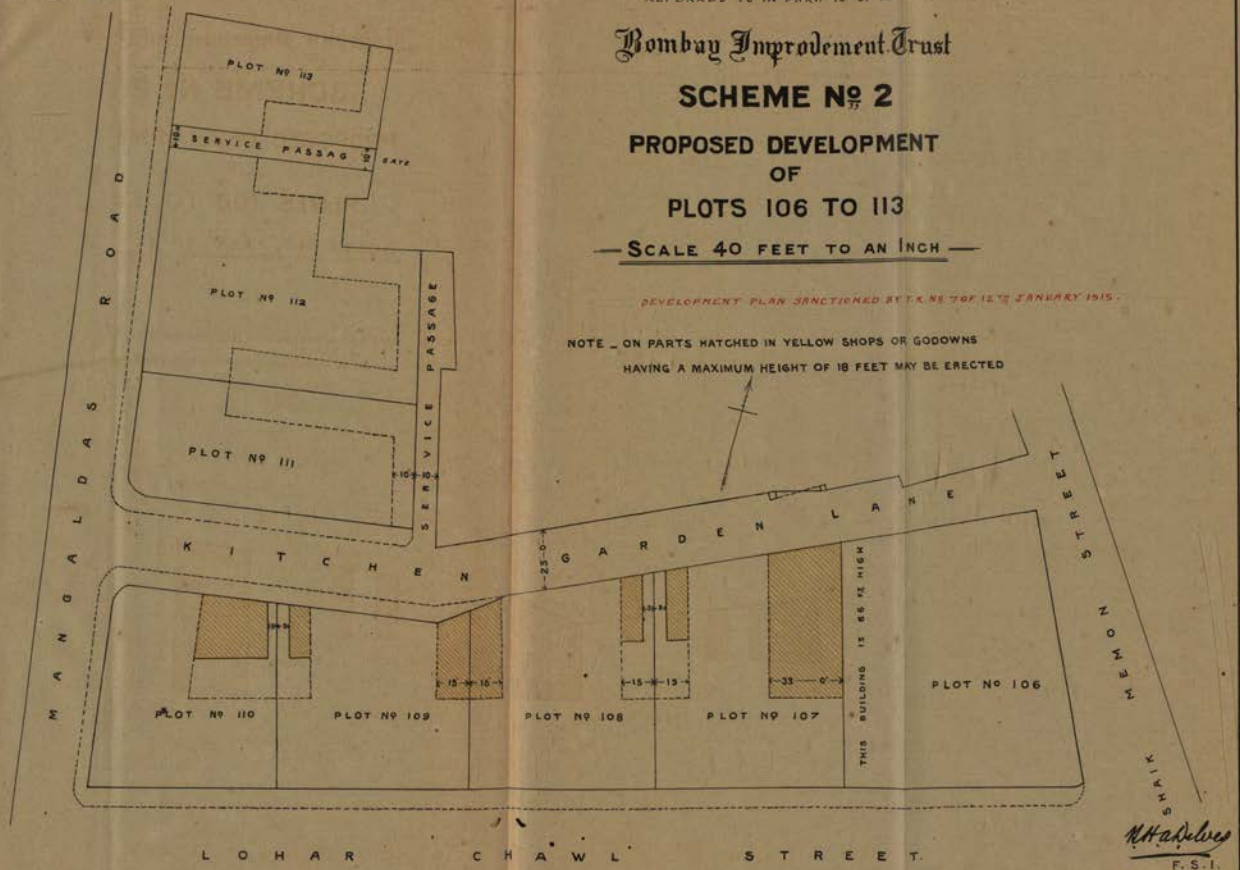
SCHEME No 2

PROPOSED DEVELOPMENT OF PLOTS 106 TO 113

SCALE 40 FEET TO AN INCH

DEVELOPMENT PLAN SANCTIONED BY T.R. No 7 OF 12TH JANUARY 1915.

NOTE _ ON PARTS HATCHED IN YELLOW SHOPS OR GODOWNS HAVING A MAXIMUM HEIGHT OF 18 FEET MAY BE ERECTED



K.H. Adalwar
F. S. I.
Dy. LAND MANAGER.

HATE & Co LITHO. BYCULLA-BOMBAY.

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REFERRED TO IN PARA 10 OF REPORT

ADMINISTRATION REPORT 1914-15

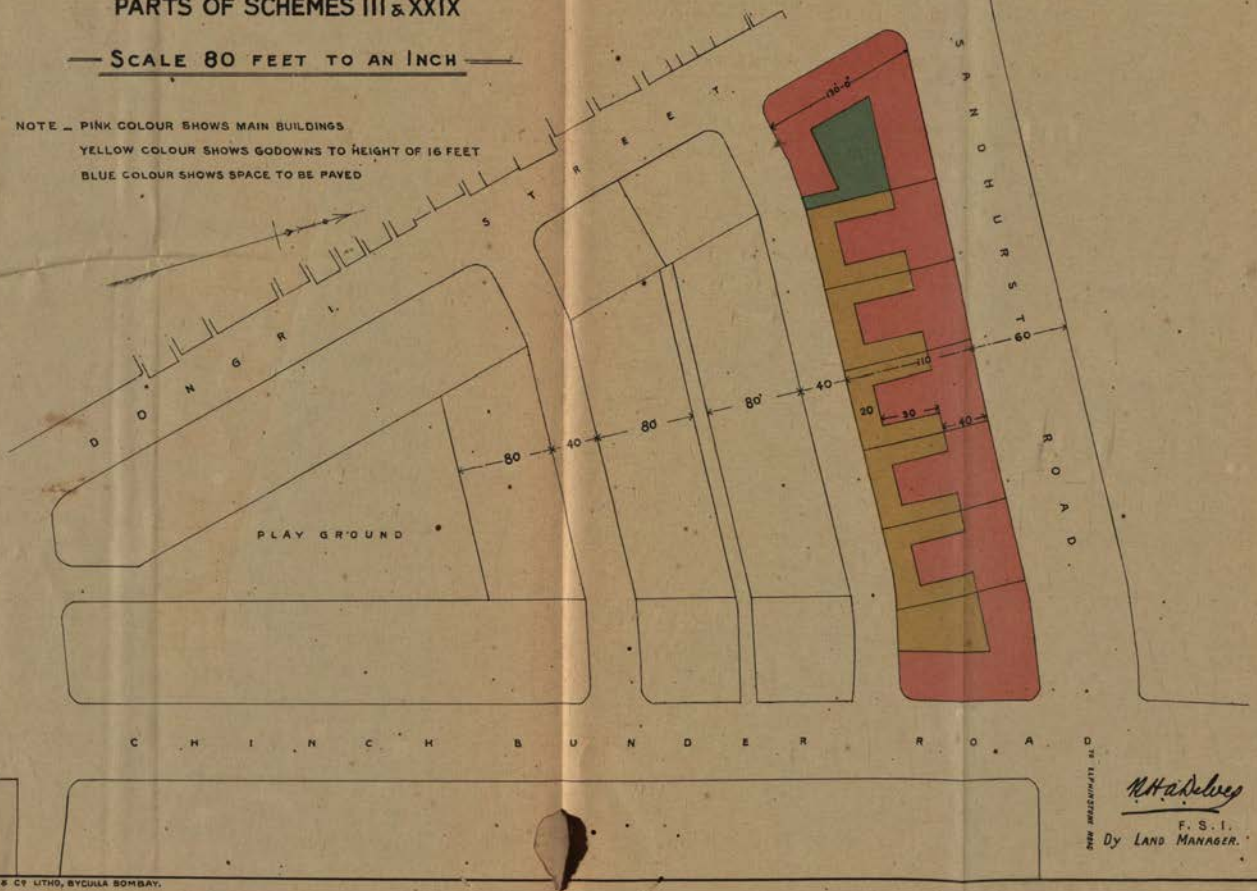
DEVELOPMENT PLAN SANCTIONED IN G.R. No. 26 OF 26TH JANUARY 1915.

Bombay Improvement Trust

PARTS OF SCHEMES III & XXIX

SCALE 80 FEET TO AN INCH

NOTE – PINK COLOUR SHOWS MAIN BUILDINGS
YELLOW COLOUR SHOWS GODOWNS TO HEIGHT OF 16 FEET
BLUE COLOUR SHOWS SPACE TO BE PAVED



N.H. Adelwerg
F. S. I.
Dy LAND MANAGER.

HATE & Co LITHO, BYCULLA BOMBAY.